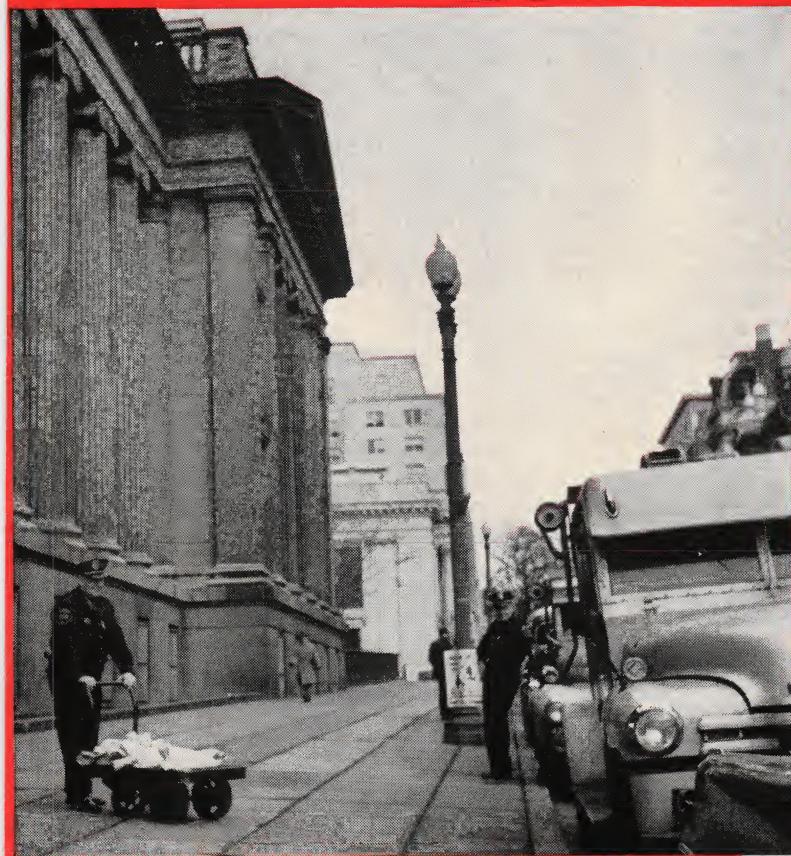


# THE INTERNATIONAL **Teamster**

FEBRUARY 1953



WASHINGTON, D. C., STORY—J. C. 55, Page 7



ARE TOLL ROADS THE ANSWER?, Page 14



MEMBERS HONOR PRESIDENT BECK, Page 20



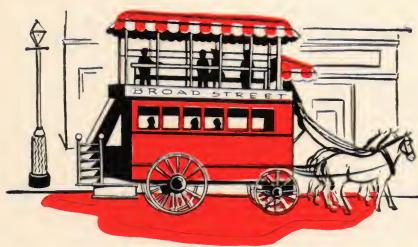
THE U. S. CONGRESS CHANGES HANDS, Page 18

# FIFTY YEARS AGO in our Magazine

(From Teamsters' Magazine, February, 1903)

## THE HORSE FAMINE

The nation has recently suffered "a horse famine. We are horse poor," writes the editor of the Teamsters' National Journal, ". . . not as some people are land poor, because they have too much land, but horse poor because we haven't enough horses."



After the Civil War teamsters found themselves short of horses of the larger types and began importing them to good purpose and in large numbers. When electricity began to power street cars, the market for the more common types of horses fell off, and farmer didn't breed so many. When the automobile began to appear and was heralded as a machine which would supersede the use of carriage horses, the breeders of the better class of horses became frightened. All of these factors brought about a reduced number of horses for teamster use. But the situation is improving, for farmers are beginning to breed good horses again, and imports are helping to overcome the famine, too.

## TRADE UNION PROGRESS

Ten years ago it was treason for employees to think of belonging to a labor union, but labor unions have come to be accepted, even if it be as a necessary evil.

As the editor of the Journal comments, "Under the leadership of a man like Gompers Labor has, in a decade, assumed a position commanding the respect of the community, and forced for itself the recognition of the courts and the press."

## WAGE CONTRACTS

The subject of wage agreements between large employers or combinations of employers and trade unions is attracting more and more attention every year. The importance of continuous industry uninterrupted by strikes or lockouts cannot now be minimized by stored products in warehouses as formerly, commented this issue of the Journal. They must be secured by wage agreements with con-

ciliatory and arbitration clauses in them. The Brotherhood of Locomotive Engineers was the first to get working agreements from its employers. The printers soon followed. Now the Teamsters were ready to bargain on a contract basis, instead of on an uncertain grievance basis.

## MILKMEN SLEEP LATE

An agreement has been reached between the Milk Drivers Union of Chicago and the employers providing for a change from the old two-delivery system to a single delivery per day. Business Agent Sumner said that the change would mean at least a supply of fresh milk daily. Under the earlier delivery plan it was sometimes necessary, on account of late trains, to use milk kept in reserve for such an emergency. Milkmen had to begin work at 3 a. m. and complete a day's duty at 6:30 p. m. under the former plan. The short time left in a 24-hour day had to be used for sleep.

Now, thanks to teamster organization, milk drivers in Chicago will not begin to cover their routes until 8 a. m. Sundays and holidays will be exceptions. On these days the drivers will begin delivering milk at 4 a. m., so that they may have an opportunity for worship and recreation later in the day.

Nearly 1,300 drivers are affected by the new agreement, out of 1,500 employed between the northern limits of the city and 79th Street.

## BUTTON PLAN WORKING

The new plan to issue monthly buttons to Teamsters, with a different colored button each month (mentioned in the last issue) is causing many members to pay up their back dues. Unless their dues are paid up, they do not receive a button, and, since they must wear their button on the job, a paid-up Teamster can immediately recognize his negligent brother.

## PATRONIZE THE LABEL

How many of you members of the Teamsters' Union who continually boast of the strength of your organization ever do anything to make other labor organizations as strong as your own? This is the question the January, 1903, Journal asked its readers in its leading editorial.

"We are in a better position to fight our battles than the members of crafts whose work is done behind closed doors. Their weapon is the Union Label, and, with it, all union men should assist them in their fight."

## \$17 PER MONTH INCREASE

St. Louis Teamsters are now enjoying the fruits of organization. An agreement has been reached between the St. Louis locals and the Team Owners' Association, whereby the drivers gain an increase in wages from \$3 to \$17 per month. For the first time in the teaming industry of that city the teamsters will receive overtime for all work after a given number of hours.

This success on the part of the union is expected to encourage all teamsters in St. Louis to become organized.

## AN EIGHT-HOUR BILL

A bill, commonly known as the eight-hour bill (that is, the extension of the present eight-hour law so as to apply to workmen employed by contractors and subcontractors on work done for or on behalf of the Federal Government), has been introduced in New Jersey. A number of hearings before the House Committee of Labor were held. The bill passed the House by an almost unanimous vote. It is now bogged down in the New Jersey Senate.

## A WORD TO THE WIVES

A great many wives of union men object to their husbands attending meetings. For this reason several local unions have shown poor attendance at regular meetings.

If the wives would help to make good union men of their husbands, instead of discouraging them, they would do more good for organized labor than all the organizers put together.

The Journal editor says, "Ladies, see that your husbands attend the meetings; make him show you his card every month, and if he is not paid up to date, see that he is."



**GENERAL  
EXECUTIVE  
BOARD**

**DAVE BECK**  
General President  
552 Denny Way,  
Seattle, Wash.

**JOHN F. ENGLISH**  
General Secretary-Treasurer  
100 Indiana Ave., N. W.,  
Washington 1, D. C.

**D. J. MURPHY**  
First Vice President  
4141 Forest Park Blvd.,  
St. Louis, Mo.

**JOHN J. CONLIN**  
Second Vice President  
69 Jefferson St.,  
Hoboken, N. J.

**EDWARD CRUMBOCK**  
Third Vice President  
105 Spring Garden St.,  
Philadelphia, Pa.

**SIDNEY L. BRENNAN**  
Fourth Vice President  
706 First Ave., N.,  
Minneapolis, Minn.

**JOHN T. O'BRIEN**  
Fifth Vice President  
4217 S. Halsted St.,  
Chicago, Ill.

**FRANK BREWSTER**  
Sixth Vice President  
552-Denny Way,  
Seattle, Wash.

**THOMAS L. HICKEY**  
Seventh Vice President  
325 Spring St.,  
New York, N. Y.

**WILLIAM A. LEE**  
Eighth Vice President  
133 S. Ashland Blvd.,  
Chicago, Ill.

**JOSEPH DIVINY**  
Ninth Vice President  
25 Taylor St.,  
San Francisco, Calif.

**JAMES R. HOFFA**  
Tenth Vice President  
2741 Trumbul Ave.,  
Detroit, Mich.

**EINAR MOHN**  
Eleventh Vice President  
25 Taylor St.,  
San Francisco, Calif.

**TRUSTEES**

**JOHN ROHRICH**  
2070 E. 22nd St.,  
Cleveland, Ohio

**PAUL D. JONES**  
846 S. Union Ave.,  
Los Angeles, Calif.

**JOHN BACKHUS**  
1033 W. Girard Ave.,  
Philadelphia, Pa.

**DANIEL J. TOBIN**  
General President Emeritus  
222 E. Michigan St.,  
Indianapolis, Ind.

**THE INTERNATIONAL  
Teamster**



**DAVE BECK** **Editor**

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 100 Indiana Ave., N. W., Washington 1, D. C.

**VOL. 50**

**FEBRUARY, 1953**

**NO. 2**

**CONTENTS**

General President's Letter . . . . .	2
'Moving Day' for International . . . . .	4
A New Leader for Free World . . . . .	6
The Washington Story—JC 55 . . . . .	7
Editorials . . . . .	12
Are Toll Roads the Answer? . . . . .	14
Pay-Off Year Looms in Railroad Attack . . . . .	17
Old Friends and New Faces . . . . .	18
Members Honor President Beck . . . . .	20
A Great Victory for Teamsters . . . . .	22
City-Wide Conference in St. Louis . . . . .	27
Teamster Topics . . . . .	30

17 17

**POSTMASTERS—ATTENTION:** Change of address cards on Form 3579P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C. by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under the Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1108, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A. Subscription rates: Per Annum, \$2.50; Single Copies, 25 cents. (All orders payable in advance.)

# LETTER from General President DAVE BECK



## A GREAT VICTORY

THE DECISION of the United States Supreme Court on January 12, 1953, upholding the right of the Interstate Commerce Commission to issue and enforce rules governing leasing of trucks by certificated carriers, is a great victory—a great victory for legitimate trucking, a great victory for those who want to see a sound and stable industry, a great victory for those engaged in driving and operating trucks safely, and perhaps most of all a great victory for the International Brotherhood of Teamsters.

The cases decided involved the right of the I.C.C. to make and enforce rules and the contest was between the I.C.C. and those who stood to profit by the use of outlaw practices and the miserable practice of "gypsy" operation. Behind the legal facade, however, was the contest really between the Teamsters' Union and those who would profit by low wage standards in trucking.

The case might never have come to trial but for the persistent probing the Teamsters carried on. For many years now our Union has been active in fighting the gypsy menace. We have fought that menace on all fronts and we entered into this fight to the finish.

The decision of the court goes to the heart of the matter: the court held that Congress has power to regulate commerce and the rule-making power "is rooted in and supplements Congressional regulatory scheme which in turn derives from the commerce power." This is a fundamental concept. All of the high-priced legal talent—and there was certainly plenty—all of the fancy legal needlework and technical arguments, all of the delaying tactics could not hide from the highest court in the land this fundamental concept. Acceptance and restatement of this concept and principle constitutes a fundamental lesson in constitutional law and represents a great victory, legally and economically, for the people of the United States. Had this principle not been accepted, there is little telling what mischief might have been done in other fields of our economic life in overturning regulatory activities of the Government in the interest of all the people.

There were many technical arguments advanced by those who would oppose the promulgation of truck-leasing rules. The court considered these

in a thorough and scholarly manner—and then proceeded to demolish them one by one with dramatic effectiveness. These arguments are of primary interest to legal technicians, but had some of them prevailed the decision might have been different and so it is important that we have the finest legal talent available to fight our battles.

We have been fortunate in this case, as we hope to be in all of our legal fights, fortunate to have fine attorneys who know and understand both legal, philosophic and economic implications of the issues at hand. Our members know, through reading the pages of *The International Teamster*, about this battle against gypsying and trip-leasing and many who have attended our trade division conferences have been further informed by direct information and messages from this legal fighting front.

Senator Burton K. Wheeler, famed as "father of the Motor Carriers' Act," who was specifically engaged for this assignment and J. Albert Woll, our general counsel, have done a magnificent job. Those who have been fortunate enough to read the brief they submitted to the Supreme Court on behalf of the Teamsters' Union will realize what a great job they did. This brief is a masterpiece of reasoning, legislative history, transportation economics and constitutional law. The calibre of this brief is a compliment both to the distinguished counsel who prepared it and to the high tribunal to which they had the honor to submit it. The decision will be studied and analyzed and at an early date we will outline procedure to our joint councils, Trade Divisions and area organizations, looking toward accomplishment of similar results in intrastate operation.

Passages from the opinion and the historical background to the long fight appear elsewhere in this issue and I will not go into it further. I would like to say that the outcome of the case re-emphasizes something I have said over and over and over to our people: we are in a battle at all times on the legal and economic fronts against some of the best talent in America; we must meet that talent with equally competent personnel. That we have done in this case and that has paid off in a great victory. I sincerely hope the lesson of this victory will not be lost to our joint councils and local unions—a lesson which proves that it pays to employ the best brains available, for only by doing that can we continue the forward advance on behalf of the rank and file whom we have the honor to represent.

Fraternally yours,



General President.



SEVEN big over-the-road vans pulled up in front of a weathered, brick building on Michigan Avenue in Indianapolis last month. With the calculated efficiency typical of experienced union Teamsters, the loading crews in short time emptied the offices which had housed the headquarters of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers since 1903.

The headquarters of the nation's greatest union was on the way to Washington, D. C.

In the nation's capital, temporary Teamster offices were established in a new building owned by the AFL National Association of Letter Carriers. The International headquarters will remain there until the Teamsters' own building, near the U. S. Capitol, is completed.

The headquarters staff members could be pardoned if they cast a nostalgic glance over their shoulders as they left the building on Michigan Avenue. Here, a number of the long-time workers in the Teamsters' general offices had seen the union grow from a struggling organization to the largest in the nation. Through the uncertainties of a depression and the bustling confusion of war years,

the Union's offices had kept the great volume of records in streamlined order.

But in recent years actions of the federal government have cast a lengthening shadow of influence over activities of trade unions, and the International's leadership decided headquarters should be maintained in Washington, where the general offices could keep in close touch with government operations.

#### SENTIMENTAL CARGO

In addition to the usual office equipment—desks, typewriters, safes, file cabinets and automatic bookkeeping machinery—the big vans carried to Washington a "sentimental cargo," pictures from the office walls. There was the original charter of affiliation granted the International by the American Federation of Labor—General Secretary-Treasurer John F. English took

it from the wall personally—and many other treasured mementoes from a colorful chapter in American labor history.

As the Teamster staff unpacked in the Letter Carriers' building at 100 Indiana Ave., N. W. in Washington, the 83rd Congress was pulling away to a fast start a few blocks off. Senator Robert Taft had just announced he would introduce legislation to amend the Taft-Hartley Act. The White House reported selection of John C. Allen, Sears, Roebuck executive, to be Assistant Postmaster General in charge of transportation—a post in which vital decisions will be made effecting Teamsters and trucking in truck-mail operations.

All signs pointed to busy days in Washington. The Teamster headquarters was not likely to find its new home town dull.

## MOVING DAY *for the International Union*



GENERAL SECRETARY-TREASURER John F. English clears his desk in preparation for move to Nation's capital.



TEAMSTERS MOVE heavy safe from Indianapolis office. Watching is Vernon Hegarty, an International auditor.



"HANDLE WITH care, Tommy." Thomas L. Hughes, Jr., hands AFL charter down to Secretary-Treasurer English.



TEAMSTERS BEGIN loading one of the seven big vans that moved furniture, bookkeeping machinery and records.



UNLOADING UNDER shadow of the Capitol dome, equipment is carried into new building of AFL Letter Carriers.



BIG JOB of getting settled in N. A. L. C. building (background) was expected to be completed by February 15.



EN ROUTE to oath-taking ceremonies on the Capitol plaza, outgoing President Truman and his successor deliver waves and smiles to the throngs along Pennsylvania Avenue.



CHIEF JUSTICE Fred M. Vinson administers oath to solemn Dwight D. Eisenhower. Immediately afterward, the new Chief Executive bowed head in an inaugural prayer.



LABOR SECRETARY Martin P. Durkin and Mrs. Durkin had a spot of honor in the ten-mile-long parade. Durkin and seven other Cabinet members were sworn next day.

## '... we who are free must proclaim anew our faith'

ON January 20—a mild Winter day in the nation's capital—Dwight David Eisenhower pledged himself to defend and uphold the constitution as the United States' thirty-fourth president and appealed to all Americans to face the troubled times with an abiding faith that "the future shall belong to the free."

Some 75 million television viewers saw the five-star hero of World War II dedicate himself to the task of securing world peace in a spirit of reverence unique in inaugural ceremonies. Before beginning his 2500-word inaugural address, Mr. Eisenhower solemnly bowed his head to say a prayer he had written earlier in the morning in his Statler Hotel room.

The tone of the chief executive's first message as president was urgent, but not alarmist. It clearly recognized the dark threat of Communism which confronts our nation, but the strongest note to emerge from the speech was one of hope. The President was telling his fellow citizens that the menace of Communism was real and threatening, but that free peoples—with a deep faith in God and democratic ideals—were bound to come through the ideological strife safe and secure.

President Eisenhower's message was a non-partisan declaration of ideals and principles, and it was acclaimed by leaders of both parties. And, because it reflected a real sense of awareness of the nation's responsibilities as leader of the free world, it immediately won approval of the European democracies.

Mr. Eisenhower's assurance to the free world contained this declaration:

"... destiny has laid upon our country the responsibility of the free world's leadership. So it is proper that we assure our friends once again that, in the discharge of this responsibility, we Americans know and observe the difference between world leadership and world imperialism; between firmness and truculence; between a thoughtfully calculated goal and spasmodic reaction to the stimulus of emergencies."

Thus, the new President accepted for our nation a cloak of responsibility without flourishing a brass hat of world dominance.

Mr. Eisenhower mentioned nothing regarding legislation. That was to come later, in his first State of the Union message to the 83rd Congress.

Americans awaited the new President's legislative program with interest—and with confidence. His first days as President had inspired in his fellow citizens an even deeper respect for Mr. Eisenhower.

The nation recognized that a firm hand was at the helm.

# J C F F The Washington Story



NO joint council in the country faces quite the same problems in the transportation of goods and the performance of services as that which confront No. 55 in Washington, D. C.

A joint council which is comparatively small in numbers, is called upon to serve as varied a group of citizens as will be found any place in the United States. The problems of providing Teamster service in Washington are different from those in most cities. And these differences make for both interesting and difficult work in terms of organization.

Washington is a city without industries—or with so little industry that it is relatively inconsequential in comparison to the activities of the Federal Government. The major job of Washington is that of serving the Government and its 150,861 employees. The city itself has a population of 802,178 and an additional 621,911 live in the nearby suburban areas of Virginia and Maryland.

Six local unions make up the joint council which is headed by Robert Lester of No. 33, Bakery Drivers. The five in addition to No. 33 are No. 67, Brewery & Beverage Drivers & Workers; No. 246, Milk Drivers & Dairy Employees; No. 639, Drivers, Chauffeurs & Helpers; No. 739, Warehouse Employees and No. 922, Gas & Oil Tank Drivers & Helpers.

These unions occupy offices in two different buildings, three (No. 33, 67 and 246) in an office building at 720 Fifth Street, N. W. and the other three are in the Teamster Building at 13th Street and Logan



ON CAPITOL HILL—Senator Hubert H. Humphrey (Dem., Minn.) (second from left) is being interviewed by officers of Joint Council No. 55, Washington, D. C. On the steps of the Senate Office Building with Humphrey are Charles Bell, secretary; Robert Lester, president, and Eugene R. Hubbard, secretary-treasurer. Each officer comes from a different local union affiliated with the joint council.

Circle, N. W. Despite the fact the offices are not in one consolidated building a close working relationship exists in the council. Officers and trustees work in remarkable cooperation in the interest of the Teamsters. In addition to President Lester, other officers are Thomas Caton of No. 67, vice president, Charles Bell, of No. 639, secretary and Eugene R. Hubbard, of No. 246, secretary-treasurer. Trustees of the local include Charles Andre, Vernon Reed and Henry Butler.

Founded in 1935 the joint council has had its ups and downs and has faced many problems in organization through the years. Washington, D. C. is often called a "Southern town" since it is located in an area between Maryland and

Virginia and often reflects an attitude and disposition regarded as Southern. While such an atmosphere has undeniable charm, it also may often have certain drawbacks unionwise. The city has a strong influx of workers from the South where unionism is not so advanced as it is in the North. Lack of familiarity with the value and the place of unions in the economy has resulted in a real hurdle for organizing.

The joint council has a good local cartage business, but there isn't much in the way of cargo which goes out of town—except laws and paper—it's a great town for printing. Road work with heavy rigs is limited.

*(Continued on next page)*

## J. C. 55 Has 7,800 Members

Joint Council 55 has a membership of 7,800 with Local No. 639 having 3,350 of the total. The second largest union affiliated with J. C. 55 is the Milk Wagon Drivers, No. 246, with 1,900 members. While the joint council does not have an over-all health and welfare plan Local No. 639 has developed a plan known as the Washington Motor Truck Transportation Employees Health & Welfare Trust. This active and financially-secure program includes Charles J. Bell, Lynwood Trainham and Richard Bell as Teamster representatives. Employer representatives and consultants include James O'Toole, Albert Kline, Morris Davidson, Harry L. Grubbs and Ben Carleton. Jessye Harmon is office manager.

Joint Council 55 is proud of the safety record of its drivers generally and of those in one company particularly. The Airport Transportation Company, taxi and limousine operators, received, last year, the National Safety award of the National Association of Taxicab Owners and was second prize winner in 1951.

Council officers and members are active in civic affairs and are known in Washington as an always dependable group when civic campaigns are scheduled.



J. C. No. 55 LEADERS—Officers and business representatives are shown on the steps of a Teamster building. First row (left to right)—Henry Butler, No. 730, trustee; Eugene Hubbard, No. 246, secretary-treasurer; Robert Lester, No. 33, president, and Charles Andre, No. 33, trustee. Second row—Thomas Caton, No. 67, vice president; Vernon Reed, No. 246, trustee, and Charles Bell, No. 639, secretary. Third row—Luther McCoy, William A. Clark, and Richard C. Bell, business agents. Fourth row—Jerry Gradeck, Lynwood Trainham and Earl Marcy, business agents of council locals.



WAREHOUSEMAN—Al Alford, Local 730, is handling a quarter of beef at the District Grocery Stores. Note union service sign.



MILK DRIVER—Paul Diehl, Local 246, is shown in front of the Iranian Embassy. He is a driver for the Thompson Dairy.



WHOLESALE DRIVER—Clarence Lunceford, Local 33, works for Charles Schneider Bakery; Pan American Union in background.

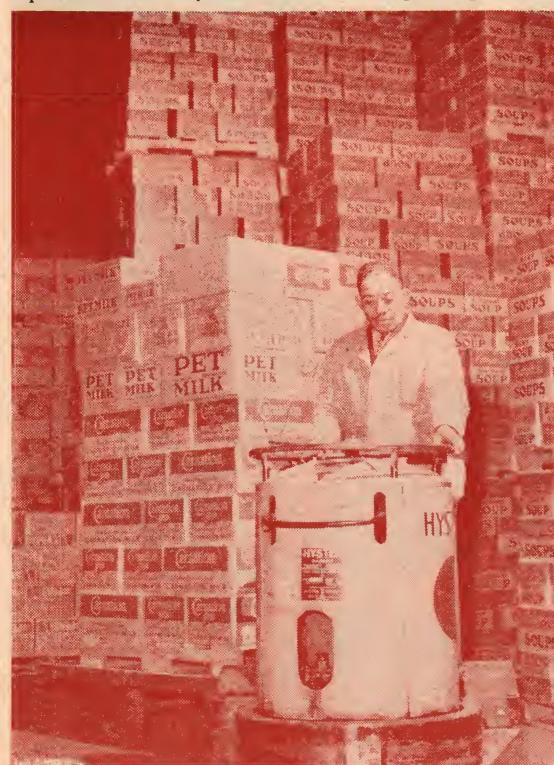


SERVICE MAN—Charles E. Rouden of Local 67, services a Pepsi-Cola vending unit in office building downtown.



**BREWERY WORKER**—An inside worker, Charles Meier, Local No. 67, is emptying storage tanks at the Christian Heurich Brewery. Local No. 67 has inside workers and drivers organized in Washington, D. C.

**WAREHOUSEMAN**—James Petterson, Local No. 730, is operating a Hyster unit in the Giant Food Stores warehouse. This local is a growing one and has good potentials for expansion in the fast growing area.



**IN SESSION**—J. C. No. 55 officers (clockwise) Charles Andre, Richard Bell, Henry Butler, Charles Bell, Robert Lester, Eugene Hubbard and Thomas Caton meeting in offices of No. 639.

**OIL MAN**—Herbert M. King, Local No. 922, checking his measurement meter on a delivery for Sinclair Refining Company, a major oil distributor with a contract with Washington Teamsters.

**VIP**—Dr. John R. Steelman, former assistant to the President, gets out of an airport limousine. Paul Weller, No. 639, is driver. The Airport Transportation Company in 1952 topped its field in safety and was second in 1951. Expert driving by Teamsters of No. 639 helped win honors.

*(Continued on next page.)*



## Officers Have Busy Schedules

Officers of the joint council have busy programs and all aid both the community and other unions. President Robert Lester has served as president of J. C. 55 since its founding. He has actively participated in the national trade conference work and is financial secretary-treasurer of the District of Columbia Central Labor Union and treasurer of the Maryland State Federation of Labor.

Eugene Hubbard is chairman of the International Conference of Dairy Employees and of the Mid States East Coast Dairy Council. He is also secretary of the Alexandria Central Labor Union and served as chairman of Labor's League for Political Education in Northern Virginia. Hubbard is one of the best known labor figures on Capitol Hill and is recognized by many in the labor movement as "Senator" Hubbard.

Charles J. Bell is secretary of the Atlantic Coast Organizing Committee and chairman of the Meat Group within that committee. This committee operates in behalf of the union from Maine to Florida. This work has taken Mr. Bell out of the city on many occasions on special organizing assignments.

The officers believe that the future outlook for the joint council is good, but both officers and members realize the difficulties of expansion. The large suburban area and the transient population of Washington both create problems for successful organization. But the council is highly regarded in labor circles and its leadership is both sound and competent and the joint council looks to 1953 with optimism and faith in the months ahead in the belief that it will have a banner year for unionism.

**BREAD DELIVERY**—Everett F. Brown, Local No. 33, is preparing to make a bakery delivery. The famous British Embassy buildings are shown in background. They are on "Embassy Row".



TO THE PENTAGON—A Briggs Packing Company driver, Leonard Johnson of No. 639, is making a special delivery to the famous Pentagon building (shown in background of photo.) Briggs also has a pension plan.



WASTE PAPER—Benny Perry and Edmund Reed, Local No. 639, secure their load for Penn Paper Stock Company. The nation's capital is famous as a great printing center and large user of paper in publication work.



ICE CREAM DELIVERY—John W. Zapalski, Local No. 33, is getting aboard his ice cream truck prior to making a delivery. Shown in the background is the Department of the Interior building.



CHANGING TIRE—Willie Marbley, Local No. 730, at Sterrett Operating Service. This company supplies trucks of various types for short-term rentals to Washington, D. C. concerns.



MONEY MAN—Walter Dade (left) and William Deuvall, Local No. 639, Brinks, Inc., employees, load money into their truck at a large Washington bank.



HEALTH AND WELFARE SESSION—Employer and Teamster representatives of Local No. 639 meet in regular monthly session to discuss problems of interest to the operation of the plan.

TEAMSTER GIFT—J.C. 55 is active in civic affairs and has presented 10 iron lungs to hospitals. A presentation scene at Children's Hospital is at right. Left to right—Hazel Kittinger; Eugene Hubbard, No. 246; Robert Lester, No. 33; Charles Bell, No. 639; Henry Butler, No. 730, and Hazel Royer. The two boys are hospital outpatients.



INAUGURATION LUMBER—Johnny McDaniel, shop steward for the W. T. Gallaher Lumber Company, and member of Local No. 639, unloads lumber in front of the White House in preparation for building grandstands for the 1953 inaugural ceremonies.



BUILDING MATERIAL—Carl C. Welsh, Local 639, drives a Super Concrete Company truck down famous Constitution avenue en route to a construction job. Washington and suburban areas have had a building boom requiring large quantities of materials for construction.



# EDITORIALS

---

## Time for Teamwork

Late last month the new national administration came into office and assumed the grave responsibilities of making and carrying out policies for the next four years.

Many questions remain unanswered about the new administration. We all know that President Dwight D. Eisenhower is a man of fairness and integrity and we certainly feel that he deserves every possible support and cooperation. Many may not agree completely with the appointments he has made, but it must be admitted that the new President has named men of ability to high office. Few can say that the members of the Cabinet are not men of outstanding calibre.

We are living in a time of crisis—crisis on many fronts. We have grave questions of foreign policy and international relations before us. We have problems of economic welfare and national defense high on the national agenda. We have problems of fair and decent labor legislation. How these problems are met will demand the best in diplomacy and ability of President Eisenhower, his advisers and the Congress.

We can help the President and Congress to meet these problems successfully by cooperation and support—this is a time for teamwork from the American people to their elected leaders in national office. Teamwork will mean strong support along all fronts with the right to challenge any steps which are detrimental to progress. Labor cannot and will not pledge blind and uncritical faith in any leadership. Such a course would make us untrue to our trust as representing those who have chosen us to speak and act for them in behalf of progressive trade unionism. We do feel that so long as the President and Congress demonstrate a conscientious effort to advance the cause of the people, and to raise living standards, diligently seek peace among nations, they deserve support—that we will be among the first to extend.

## A Great Valedictory

The final State of the Union message by President Truman was hailed by all factions as one of his greatest state papers. Even the most rabid partisans praised the President for his statesmanlike summary of world and domestic problems. We predict that this message will go down in history as an address very near the top of the list of all the many made by Mr. Truman during his tenure.

Of the many things he said, one of the most pertinent are his comments on the job of the Presidency itself. With a new man coming into office, it is par-

ticularly appropriate that these comments be noted. Mr. Truman said of the office of President of the United States:

"This burden is unique; there is nothing else like it on the face of the earth. Each task could be a full-time job. Together they would be a tremendous undertaking in the easiest of times. But our times are not easy; they are hard—as hard and complex as any in our history. Now, the President not only has to carry on these tasks in such a way that our democracy may grow and flourish and our people prosper, but he has also to lead the whole free world in overcoming the Communist menace—and all of this under the shadow of the atomic bomb."

These are grave words which should be pondered by the citizens of the United States. The job of President is literally a killing job and year by year the burdens become increasingly great. Mr. Truman has done well to draw attention to the responsibilities and burdens of the office.

Of the points made by Mr. Truman—and there were many—this one on the job of the office is one of the most important and unfortunately will probably prove to be one of the most neglected. We sincerely hope that thought is given these words and that steps can be taken to make the job of President less burdensome in detail in order that the man who holds the office can devote himself wholly to the problems and policies which the office deserves and demands.

Mr. Truman has given a great valedictory and one for which we extend our warmest praise along with 158 million Americans and may we all join him in his eloquent closing when he said:

"Now we turn to the inaugural of our new President. And in the great work he is called upon to do he will have need for the support of a united people, with firm faith in one another and in our common cause. I pledge him my support as a citizen of our Republic, and I ask you to give him yours."

## New Warning

A new note of warning in the field of civil defense was sounded recently when Associated Universities, Inc. filed a report urging the Federal Government to reorganize its system of civil defense. The report urged a comprehensive program directed at defending the nation against atomic, biological and chemical warfare. Associated Universities, Inc. operate the famed Brookhaven (L. I.) National Laboratory for the Atomic Energy Commission.

## We Shall Keep Our House Clean

**A**S THIS ISSUE of The International Teamster was going to press, a situation arose which made it necessary for the International Union to take over a local union in New York City.

This International and its affiliated locals are chartered for the purpose of securing wages, hours and conditions of employment. Our members belong to their union for those reasons.

We will not tolerate the use of local union offices for purposes in contradiction to those principles.

The International's actions in New York City constitute a notice that this Union will not endure—for one instant—any actions contrary to trade union policies.

We are not finding guilty anyone in Local Union 202, New York City. But we are satisfied that enough evidence has been introduced to justify the International taking steps to protect the interests of Local 202 members.

Whenever there are indications of the possibility of misappropriation of funds by a local union, or connivance with industry or politicians, it shall be the continuing policy of the International Union to engage a certified public accountant—in addition to our own auditor—and set immediate plans for a thorough investigation and, if warranted, a trial.

This International Union, a chartered affiliate of the American Federation of Labor, recognizes a grave responsibility to keep its house clean and will follow procedure to that effect in association with the AFL. We recommend that that be the policy of the Federation, in its relations with affiliated national unions in the future.

DAVE BECK,  
General President.

The warning was sounded by the universities co-operating in the atomic energy field in order to bring to public attention some of the dangers which many fear are potential threats to the safety of the nation. The report was in no sense intended as a scare document.

Three overall recommendations were made and 286 specific ones were advanced in the 1,000-page report, two-thirds of which is still a secret document. The three general recommendations are broad and would go far toward making many changes:

—Development of a national program of decent realization and replanning industrial areas with new standards of construction and shelter;

—Continued improvement of the continental defense against an enemy "saturation attack" in order to give more warning than is now possible of enemy approach;

—Development of a permanent civil defense system using volunteer groups, but built around police, fire and other regular municipal employees.

A series of principles of civil defense is included and these together with the broad recommendation serve as grim reminder that we are living in a tense period indeed. It will be interesting to see what action is taken on the recommendations, points of which are far-reaching and would involve definite changes in our general defense scheme as we know it today.

## Good News

Amidst the sound and fury of a changing political situation, the new Congress, cold war and other matters of immediate importance a couple of items of good news seem to have been lost in the shuffle. At least we hope the stories are so good that they prove to be permanent good news and not one-day journalistic sensations.

Recently two new developments in medicine have been announced: a new vaccine which seems promising in the treatment of polio; a new vitamin which aids in the fight against heart disease. These announcements received some attention in the press, but if they prove as effective as the first news stories seem to promise, they may develop into some of the biggest stories of the decade.

Polio during last year was more severe than it was in 1951 and 1952 will go down in the annals of medicine as one of the worst years on record. Efforts have been made around the clock by science to discover ways and means of preventing polio and of developing effective therapeutic steps. California doctors seemed to think they are on the right track; at least early experiments would so indicate. We sincerely hope that these early promises of an effective vaccine are fulfilled.



## Are Toll Roads the Answer?

*Pay-As-You-Ride Highways are Increasing, But Experts Differ On Whether They Can Solve Our Traffic Problem; Some Profit, Others Don't*

**T**OLL roads, products of increasing traffic congestion and growing needs for superhighways, are booming in the United States. The recent opening of the New Jersey Turnpike focuses attention on the toll road development.

Toll roads have achieved much of their popularity because they provide the latest in engineering and safety features and high speed highways unhampered by traffic lights, grade crossings or cross roads. Toll roads have caused a great deal of controversy among highway officials and road planning experts. Some claim that the public is paying for good highways and there is no reason why special roads should be built to accommodate those who wish to pay for premium travel.

### NINE IN OPERATION

Regardless of the arguments on the question the toll idea seems to be increasing in popularity. Nine roads are now in operation varying in length from 15 miles (New Hampshire Turnpike) to 327 miles (Pennsylvania Turnpike). Of those in operation one of the least known is the Florida Overseas Highway, a

122-mile stretch from Florida City to Key West. Part of this is built on the old viaduct of the Florida East Coast Railway which has been abandoned.

### SET THE PACE

The toll road which has attracted the most attention and has set the pace for other developments throughout the country is the Pennsylvania Turnpike. This project was constructed when building costs were considerably lower in relation to revenue than they are now and the Turnpike Authority was also helped out by a Public Works Administration grant. The turnpike is 327 miles long and new additions are being made to it which will connect it with the New Jersey Turnpike in the east and motorists will be able to travel from New York City to the Ohio state line without stopping for a traffic light and without having to slow down for a cross road. The Pennsylvania Turnpike is not only one of the most spectacular, it also is one of the most expensive—a \$241 million project and still building.

Two New England turnpikes are

much less spectacular in nature and have attracted considerably less attention than has the Pennsylvania superhighway. One is the Maine Turnpike, a 44-mile highway which was opened in 1947. One of the shortest of American toll roads is the New Hampshire Turnpike, 15 miles long, running along the coast. New Hampshire has one of the shortest coast lines of any state which touches the ocean and the turnpike provides a connecting corridor between Massachusetts and Maine.

### SUPERHIGHWAY

Another toll road is the 67-mile stretch known as the Wilbur Cross and Merritt Parkways in Connecticut. While a modern superhighway the project is not strictly a toll road in the usually accepted sense.

The popular belief is that all toll roads pay off handsomely. The facts do not always support this belief. With traffic growing, most all of the toll projects are doing well financially despite increased costs of construction and maintenance. One project which is an exception temporarily, is the Buccaneer Trail, a

short toll road extending only 17 miles and operating as a bypass around Jacksonville, Fla. Anticipated highway improvement developments which were expected to provide a substantial volume of traffic for the Buccaneer Trail have been slow in materializing. As a result this project has not lived up to its expectations, but the state expects as new roads are put in which will bring more and more beach traffic to this part of Florida the trail will begin to pay off.

Last month a report was filed with the Florida State Improvement Commission by a New York engineering organization recommending that a toll project be started in Florida totalling 313 miles. It was recommended that a bond issue of \$180 million provide the funds to get the project started.

The engineers reported that a 313-mile toll superhighway would be economically feasible extending from Jacksonville to Miami. The same firm, however, raised some question about a spur toll unit which would extend to the Tampa Bay area.

The new turnpike plan envisions an expressway inland from the East Coast from Jacksonville to Miami; south of the Daytona Beach area, the



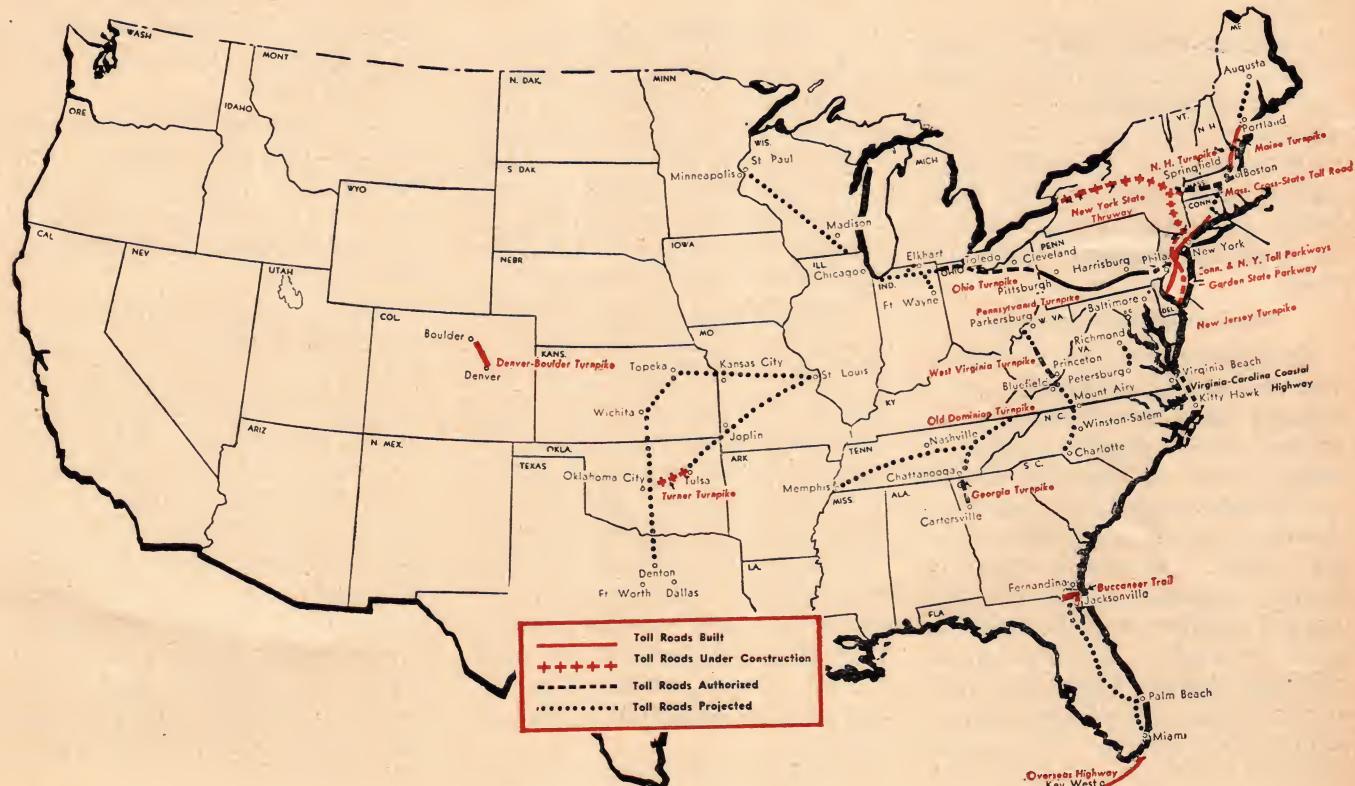
SPEEDING THE FREIGHT—Scene along the famed Pennsylvania Turnpike which is the pioneer of the new type of superhighways built on a pay-as-you-go basis. Turnpikes are being financed by bond issues rather than by taxes and despite opposition popularity seems to be increasing.

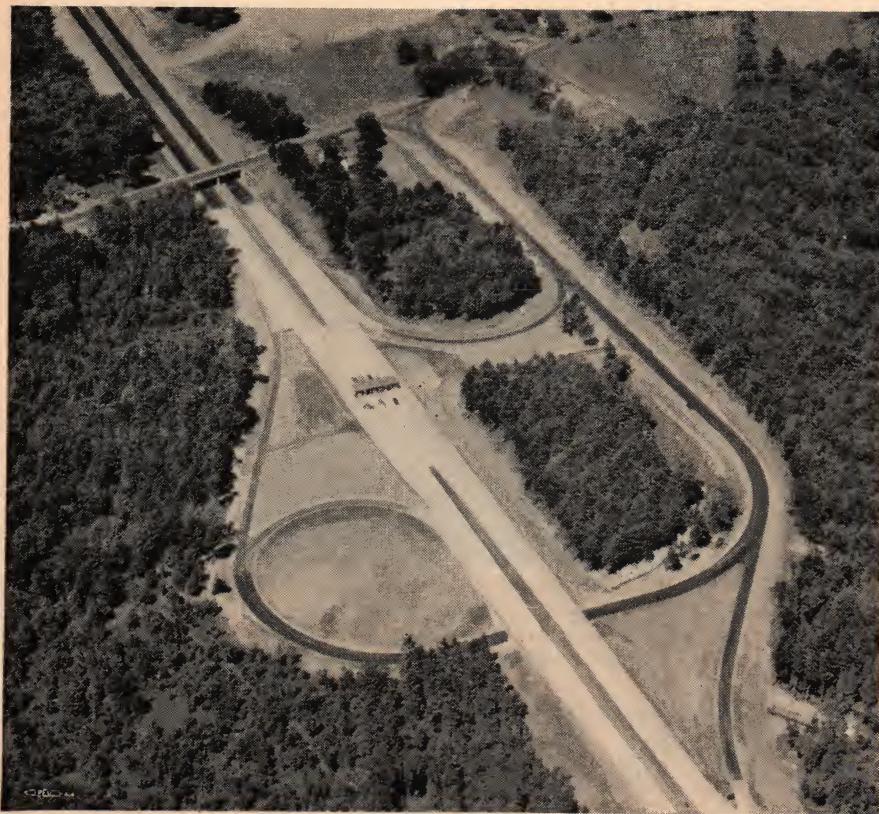
cross-state branch would cut across to the Clearwater area. Total construction costs would be \$233 million.

Another 17-mile toll road is the Denver-Boulder Turnpike which cuts off eight miles between Denver and Boulder, Colo. This highway was opened to traffic this year and cost \$6.3 million.

These are the principal turnpikes

now in service, but the program ahead for superhighways of the pay-as-you-go type is an extensive one. The principal one under construction is the New York State Thruway. When this road is completed in 1954 it will be 535 miles long. This road goes from the southeastern section connecting with New England toll highways and goes northeastward across the state. Of the total length





**TRAFFIC INTERCHANGE**—Airview of a typical scene along one of the country's new superhighways built on a toll basis. Interchanges such as this one enables safe access and entrance.

of the thruway 41 miles are in operation (with no collections now being made) and approximately 100 miles are in various construction stages.

Another turnpike which is being built and is running into the inflation of construction costs is the Oklahoma Turnpike which was started last year. Originally scheduled to be 95 miles long, the Oklahoma Turnpike Authority revised its plans and brought it down to 88 miles.

#### STATE DEVELOPMENTS

In addition to the pikes in operation and under construction several projects have been authorized by several state legislatures, some of which are to be superhighways of considerable magnitude. Largest authorized thus far is the Ohio Turnpike which will extend from the western terminus of the Pennsylvania Turnpike across the state 241 miles in length. Construction on this superhighway will require nearly three years and will cost an estimated \$283 million. This project will give motorists a turnpike road-

way from the Atlantic Coast to the Indiana line and Indiana hopes to complete a superhighway across its northern section to Chicago.

#### NEW JERSEY PROJECT

The Garden States Parkway in New Jersey is another project which is authorized and on which some construction is under way. Fifteen miles have been completed. This road extends 165 miles from Paterson down the coast to the southern tip and will cost \$292 million.

Massachusetts recently authorized a cross-state toll road which is planned to go from Boston, connecting with the Connecticut toll roads and parkway system. The road will then extend northwestward for connections near the border so that motorists can travel from the toll road to the New York Thruway System. Authorization by the commonwealth of Massachusetts came after several efforts were made by toll road proponents to get the legislature to permit toll roads construction.

A Georgia Turnpike Authority

was recently created for construction of a highway from Cartersville, Ga., to the Tennessee state line with a connection with a projected Tennessee toll road beginning at Chattanooga.

An 88-mile toll road between Charleston, W. Va., and Princeton, Va., will soon be under way and will be known as the West Virginia Turnpike. This roadway will go through mountainous terrain where construction work will be difficult. Engineers estimate the roadway will average \$1 million a mile.

#### CONNECTING LINK

A connecting link has been authorized between the New Jersey and the Pennsylvania Turnpikes, a distance of 39 miles which will cost \$50 million to construct.

These turnpikes are actually authorized and are either in partial construction or "on the boards" with authority for a go-ahead. The turnpike story would not be complete without an indication of projected routes which have not yet been given legal authorization.

The Indiana state legislature last year established the Indiana Toll Road Commission which will plan for a cross-state superhighway connecting with the Ohio Turnpike in the northwest. This should be a 190-mile stretch.

New England has considerable projected toll road mileage. This includes 110 miles in Massachusetts from the Wilbur Cross Highway in the south to the New Hampshire state line.

Some pre-session discussion of toll projects in Illinois have indicated that in the current legislature, now in session at Springfield, a toll project may be proposed. Some advocates have urged the construction of a toll road from Chicago to St. Louis. These are two of the principal distributing centers of the Midwest and some transport experts believe that a toll road would greatly speed traffic between these two points. The general good roads situation in Illinois, opponents say, make such a toll expressway unnecessary for Illinois.

# Pay-Off Year Looms in Railroad Attack

damages are sought in the big suit. Included as a defendant also is the Carl Byoir organization, New York City public relations firm, retained by the railroads to prepare and publicize the position of the railroads in the transportation picture. The suit was filed in Federal district court in Philadelphia.

Target of the suit is the Eastern Railroad Presidents' Conference which includes 17 railroads in eastern states and Canada. The suit charges that the conference directed its publicity agents and public relations counsel, Carl Byoir & Associates, Inc., "to carry out their illegal conspiracy to monopolize freight

The "illegal conspiracy" alleged by the trucking association is said to have been "aimed at destroying the plaintiffs and those similarly situated, as competitors in the field of hauling freight, and at carving out exclusive, monopolistic spheres of operation in the freight transportation business of the United States, so that the railroads would have a monopoly of freight hauling in interstate commerce.

The lawsuit in Pennsylvania is one of the most dramatic manifestations of the bitterness developing between the motor truck industry and the railroads. Examples of railroad propaganda have been cited in previous issues of **THE INTERNATIONAL TEAMSTER**. The case, if and when it comes to trial, is bound to reveal complex and far reaching operations on the part of the railroads in their campaign to fight the trucking industry, truckers believe. As to whether the actions will be regarded as a "monopolistic conspiracy" is another matter, in the opinion of neutral observers.

## *Pennsylvania Truckers Hit Eastern Railroaders with \$250 Million Suit; Crucial Arenas Are State Houses*

**B**ITTERNESS between the railroads and the trucking industry promises to make 1953 an exciting year in the transportation field. Two major developments are taking place which are focussing attention on two main forums: the courts and the state legislatures.

1. In a gloves-off attack on the railroads the Pennsylvania Motor Truck Association in mid-January filed a \$250 million lawsuit against 31 eastern railroads, their presidents and their public relations firm. The specific grounds for complaint are alleged violations of the Sherman anti-trust laws. The complaint was filed on behalf of the association and 38 motor trucking firms.

### **FIVE DEFENDANTS**

The complaint includes as defendants five of the nation's largest railroad systems—the Pennsylvania, the Baltimore & Ohio, the New York, New Haven & Hartford, the Chesapeake & Ohio and the New York Central System. The trucking association seeks to have the railroads enjoined from what is termed a "monopolistic conspiracy." Heavy

transportation, and Defendant Byoir immediately instigated a vicious, corrupt and fraudulent campaign against the plaintiffs. . . ."

### **POINTS ARE CITED**

Here are the specific points on which the Byoir organization is charged with having predicated its campaign, according to the complaint:

- “bribery of public officials”;
- “bribery of officials of independent organizations”;
- “formation of ‘independent’ citizens’ organizations to circulate false and malicious propaganda composed and prepared by Byoir for the railroads, attacking the plaintiffs without disclosing the participation of the railroads”;
- “use of existing ‘independent’ organizations for the same ends”;
- “vilification and defamation of the plaintiffs by the circulation to the public generally, to public officials, and to suppliers and customers of the plaintiffs of false and malicious reports of and concerning the plaintiffs in their business of hauling freight.”

2. Continued bitterness between trucking and the railroads is erupting in many state legislatures which are meeting this year. A total of 44 legislatures will be meeting in 1953 and all but two are in session now. The other two will meet later—Florida in April and Alabama in May.

While it is too early to give a complete survey of the type of anti-trucking legislation up for consideration, it is apparent from early trends that there are bound to be fights in the various general assemblies. Some bills have already been introduced.

### **TON-MILE TAX**

Chief method of anti-truck efforts will be found in efforts to enact the so-called ton-mile tax on motor transport. This type of law has already been enacted in Oregon and the state of New York. The New York law has been upheld and the Oregon state law won approval at the polls last November. The Oregon pattern is believed to be the one which will be used in the anti-trucking campaign throughout the country

*(Continued on page 28)*

# Old Friends and New Faces

*That's What Labor Sees in Glance  
At 83rd Congress; Some of New  
Faces are Friendly, Others Not*

THE big changeover in Congress took place January 5 when the new Senate and House of Representatives were reorganized by the new majority—the Republican majority. In the Senate the Republicans have a one-vote majority, but that body did not get a new presiding officer until the inauguration of the new President and Vice President January 20. The Vice President is presiding officer of the Senate.

In the House of Representatives election of Speaker is one of the first orders of business. On a party vote, as always, the majority with its margin of 221 to 220 elected Representative Joseph W. Martin of Massachusetts the new Speaker, defeating Sam Rayburn of Texas, Democrat.

#### FRIENDS MISSING

As important as organization of Congress is, organized labor is interested in the membership of each body. Many old friends are returned and a few new faces in favor of labor are present on Capitol Hill. Unfortunately some old friends are also missing.

Space will not permit a discussion of all of labor's friends, old and new, but perhaps an introduction of some

new friends—and some we hope will be friendly would be in order.

In the Senate four members have been "promoted" by their constituents from the House of Representatives and began their six-year term in January. These four are definitely friends of labor—Henry M. Jackson, Washington; John F. Kennedy, Massachusetts; Mike Mansfield, Montana, and Albert Gore, Tennessee. Two other Senators are listed as definitely friends—Stuart Symington, Missouri, and Frederick Payne, Maine. Two others, it is hoped will be friendly, but speculation is uncertain on these—Dwight

Harry Cain in a campaign in which General Eisenhower made a strong campaign, but could not pull the incumbent Cain in with him. Jackson was first elected to Congress in 1940, in addition to his interest in labor problems is an expert on atomic energy matters and the development of power resources and reclamation problems. He served on the House Appropriations and Atomic Energy Committee. In the Senate he is on the Committee on Government Operations and Interior and Insular Affairs.

#### EFFECTIVE CAMPAIGNER

Senator Kennedy comes from a famous family in Massachusetts and proved himself so energetic and effective a campaigner that he defeated the popular Henry Cabot Lodge, Jr. He first came to Congress in 1946 and served in the House until he was elected to the Senate last fall. Senator Kennedy saw PT boat service in the Pacific in World War II and was a former newspaper correspondent. In the House he served on the important Education and Labor and District of Columbia Committees. He is a member of the Senate committees on Labor and Public Welfare and Government Operations.

Senator Mike Mansfield, a strong addition to the Senate, has a color-

#### Friendly Faces in the Senate



JACKSON



SYMINGTON



MANSFIELD



KENNEDY



PAYNE



GORE

## Friendly Faces in the House



LONG



BYRD



SULLIVAN



LANHAM



PFOEST



MILLER



O'HARA



HAGEN



MOSS



DODD

ful background which includes Navy service in World War I, overseas service in the Marine Corps and special missions in India, Burma, China, Japan and in Europe. He is at present on leave as a professor from Montana State University. With a strong interest in foreign affairs, Mansfield is regarded as an expert in foreign relations and foreign aid. He came to Congress in 1942 and has served continuously since then. A member of the House Committees on Foreign Affairs and Small Business he is on the Senate Committees on Foreign Relations and the District of Columbia.

Senate Gore of Tennessee displaced the veteran Kenneth McKellar in a colorful political battle in the Volunteer State. He bears the distinction of having one of the shortest biographies in the official Congressional Directory—just over two lines. He came to Congress first in 1939 and has served seven terms, not consecutive. Mr. Gore was on the powerful Appropriations Committee of the House. He is a former teacher and a successful businessman. He is on the Committees on Public Works and District of Columbia.

Senator Symington, like Senators Payne and Griswold, is a newcomer

to Congress. Symington has a varied background which includes that of Army private in World War I, machinists' apprentice, moulder, an outstandingly successful business executive and Government official. He was president of Emerson Electric in St. Louis, Mo. and aided the war effort in labor-management and production problems. He has been chairman of the Surplus Property Board, Assistant Secretary of War for Air, first Air Force Secretary, National Resources Board chairman, Reconstruction Finance Corporation Administrator. He defeated James Kem, Republican, last fall. Senator Symington is a member of the Armed Services and Government Operations Committees.

### LIBERAL ATTITUDE

Senator Payne from Maine displaced Owen Brewster, ardent Taft supporter, in a hard primary fight last summer. As governor of Maine he has been regarded as taking a more than average liberal attitude on matters concerning labor and the consumer and is expected to be friendly to labor. He served in the Air Force in World War II. An excellent administrator, Senator Payne is expected to bring to office an understanding of Federal-state relations. He is a member of the

Committees on Banking and Currency and District of Columbia.

Senator Griswold is filling out the unexpired term of Kenneth Wherry of Nebraska. A former governor he has won international recognition as a champion of free-world cooperation and has served as mission chief in Greece in the Marshall Program. He also has served as director of internal affairs and communications with the American Military Government in Germany. He had military service 1916-1919 and for nearly 10 years was newspaper editor and publisher and served his state in the legislature and as governor. While his attitude on labor is not fully known, observers hope and feel that he will take a fair attitude toward the working people. In the Senate Mr. Griswold is on the Interstate and Foreign Commerce, Post Office and Civil Service and Rules Committees.

Senator Cooper of Kentucky returns to the Senate and is not a newcomer. He replaces a firm labor friend, Tom Underwood. It is hoped, however, that Senator Cooper's attitude will be friendly to organized labor. He was in World War II, accompanying General George Patton's Third Army in the sweep across Normandy, Luxembourg and

(Continued on page 29)



AT PORTLAND DINNER—(left to right)—Robert Graham, Seattle; Einar Mohn, Los Angeles; Phil Brady, Portland, Oreg., and General President Dave Beck.

## Members Honor President Beck

*Joint Councils in San Francisco  
And Portland Join in Tribute; Seattle  
Chamber of Commerce Gives Testimonial*

GENERAL PRESIDENT DAVE BECK was honored in December by testimonial banquets in his honor by Teamster joint councils and by the Seattle Chamber of Commerce. The Seattle dinner was held too late to be included in the account last month of a series of testimonials honoring the general president.

The Seattle Chamber of Commerce banquet honoring President Beck was held December 17. On January 5 Teamster Joint Council 7 in San Francisco honored Mr. Beck and on January 7 the joint council in Portland, Oreg., No. 37 paid tribute to the new general president at a testimonial.

**SEATTLE, WASH.**—General President Dave Beck of the International Brotherhood of Teamsters was honored here December 17 at a civic banquet and testimonial. The affair, while sponsored by community, business and civic leaders, proved to be an all-Seattle affair with all the officers of the Seattle Central Labor Council participating also. The dinner, held in the Olympic Hotel, was attended by 450 persons.

Unfortunately Mr. Beck was stricken with a temporary illness and

was unable to attend the banquet in his honor.

Emil J. Sick, business executive and civic leader, was toastmaster. The honored guests included a roll call of outstanding leaders in the community. Among the honored guests were the Right Reverend Stephen J. Bayne, Jr., Bishop of Olympia; William K. Blethen, publisher of the *Seattle Times*; Henry A. Broderick, general chairman of the testimonial dinner; the Most Reverend Thomas A. Connolly, Archbishop of Seattle; Rabbi Raphael Levine of Temple de Hirsch; Charles Lindeman, publisher, Seattle *Post-Intelligencer*; Thomas J. Pelly, Congressman-elect; Mayor Allan Pomeroy of Seattle; Dr. Henry Schmitz, University of Washington; R. Adm. Allen E. Smith, 13th Naval District; P. A. Strack, president, U. S. Chamber of Commerce, and R. C. Torrance, president, Greater Seattle, Inc.

Senator Warren J. Magnuson of Washington was en route here to attend the dinner when his plane was forced down.

Toastmaster Sick and President Strack of the Chamber of Commerce spoke at the Seattle banquet. Both praised Mr. Beck as "an outstand-

ing citizen of whom Seattle can well be proud."

Mr. Strack said, "We, in Seattle, are proud that, because of your record, Mr. Beck, locally and in this Western area, in maintaining a balanced relationship between labor and management, you have now been given international recognition and responsibilities."

Mr. Sick lauded Mr. Beck for working for labor stability in the labor movement and said that the new Teamster president would bring a "voice of maturity" to international labor levels. Mayor Pomeroy added his tributes to those of the other speakers and praised Mr. Beck as a great labor leader and great citizen.

Two unusual features were presented at the banquet. One was in the form of a brochure giving a biography of President Beck in pictures. Various episodes of his life were shown in photographs including appearance as high school athlete; in the U. S. Navy in World War I; as national leader of the Elks Lodge and as labor leader in national and international posts.

"The Dave Beck Story" in pictures was also presented in a 17-minute motion picture which depicted the story of the Teamster

leader. This is said to be one of the first examples of a biographical film produced for a living person as a presentation to the subject of the film.

The handsome souvenir program included a series of comments from Dave Beck's speeches and writing. Also in the program was a list of the dinner committee which included in addition to Chairman Broderick the following: Charles Lindeman and William K. Blethen, co-chairmen; Bob Acheson, Eli Dorsey, George Eastes, Don M. Follett, T. A. Gildersleve, Charles Hunlock, Frank E. Jerome, Harry Lawton, Ken Meismest, Henry B. Owen, George Stunts, R. C. Torrance, Simon Wampold, Carl Williams and L. A. Williams.

**SAN FRANCISCO, CALIF.**—Teamsters Joint Council 7 paid honor to General President Dave Beck at a testimonial here January 5 in the Fairmont Hotel. Present were Teamsters representing all the local unions affiliated with the joint council who had gathered to honor the new Teamster head.

Joseph J. Diviny, elected general vice president at last fall's convention, president of the joint council, was program chairman. Two other international vice presidents of the Teamsters were present and spoke briefly, both paying tribute to President Beck as a co-worker in the West and as a leader of the International Union. Frank Brewster, Seattle, Wash., who is both an international vice president and president of the Washington Conference of Teamsters and Einar Mohn, president of Joint Council 42, Los Angeles, and an international vice president, spoke briefly.

At the speaker's table were Paul Jones, international trustee; William Conboy and Jack Annand, international organizers; Thomas Pitts, president, California State Federation of Labor, and John Sweeney, international organizer for the American Federation of Labor.

In responding to tributes from the joint council President Beck outlined plans for moving the international headquarters to Washington, D. C. He said that the activity by the national trade division would be

stepped up as would organizing in all parts of the country.

The dinner was attended by 475 persons.

**PORTLAND, OREG.**—General President Beck of the International Brotherhood of Teamsters came to Portland January 7 to receive the tributes of Teamsters in this area at a joint council banquet. More than 225 delegates from Joint Council 37 and their wives attended the affair.

Jack Estabrook, secretary, Ware-

labor's rise economically in this country can be told through a history of the union movement.

He warned that laws like Taft-Hartley, if rigidly enforced, can hasten the day of intense political activity by organized labor.

The speaker urged active participation in civic and community affairs and said that union people have a real responsibility toward their fellow citizens. He said that decent wages, hours and conditions were strong guarantees against the rise of Communism in this country.



BECK HONORED—Civic leaders at speakers table in Seattle dinner for General President Dave Beck. LEFT TO RIGHT—Charles B. Lindeman, publisher, Seattle *Post-Intelligencer*; Emil J. Sick, toastmaster and president, Sick's Brewing & Malting Company; Phil A. Strack, president, Seattle Chamber of Commerce; the Right Reverend Stephen J. Bayne, Jr., Bishop of Olympia and Thomas J. Pelly, member-elect of the House of Representatives. He has since taken his oath.

housemen's Local 206, was general arrangements chairman and was assisted by Ward Graham and members of the joint council's executive board.

Phil Brady, retiring president of Joint Council 37, introduced Beck and the following guests of honor: International Vice Presidents Frank W. Brewster, Einar Mohn and Joseph Diviny; AFL Organizer Joseph J. Sweeney and Robert Graham, director of the Western Conference of Teamsters.

President Beck, in thanking the council members for their tributes spoke on some of the principal problems confronting the Teamsters and the country. He stressed the importance of trade union organization by working people and said that the only way they could advance beyond conditions of hardship and adversity was through joining together. He said the whole story of

President Beck commented on the change in political control in Washington and paid a tribute to the new President, Dwight D. Eisenhower.

"I have said and I will say again that I think as President General Eisenhower will do his best to be fair to all groups and that includes organized labor. He should not be expected to give labor or any group any special preference in the high responsibility he has of administering the laws of the land. We have always said and we deem it important today to emphasize that Teamsters do not expect special preferences or special privileges. We do not expect, nor do we deserve special treatment. We have never asked more than fair play in legislation—national and state."

He concluded his remarks on Eisenhower by asking that all groups "cooperate and give Eisenhower a fair chance to do his job."

## *Long Battle to Control 'Gypsies' Reaches Climax as Supreme Court Upholds ICC Rules on Trip-Leasing*

### **A GREAT VICTORY FOR TEAMSTERS**

#### **"AFFIRMED."**

With this word at the end of a 23-page opinion Justice Stanley Reed, speaking for seven of the nine justices of the United States Supreme Court, brought to a favorable conclusion litigation challenging the right of the Interstate Commerce Commission to regulate truck-leasing in this country.

By a vote of 7 to 2 the Supreme Court on January 12 decided that the I.C.C. does have the right to issue rules governing the use of equipment by authorized motor carriers when the equipment is not owned by the carrier but is leased. Justice Reed read the opinion for the majority. Justice Hugo L. Black read a dissent on behalf of himself and Justice William O. Douglas.

It is now the law of the land—decided by the highest court in the land—that the I.C.C. can regulate truck-leasing and prescribe rules therefor in case of certificated carriers. Truck-leasing is forbidden for periods of less than 30 days and regulation of such leasing as drawn up by the Interstate Commerce Commission is now legal and enforceable.

#### **CASES CONSOLIDATED**

The court handed down the opinion in three cases which had been consolidated for purposes of testing the right of the I.C.C. to issue the truck-lease rules. The decision affirming the right of the I.C.C. to issue regulations marked a victory for regulation, safety and stability and one of the greatest legal victories ever won by the International Brotherhood of Teamsters. Although the cases were the American Trucking

Associations versus the United States and Eastern Motor Express vs. the United States and the Secretary of Agriculture vs. the United States (as an intervenor) in reality the cases were almost literally the trucking industry and the Department of Agriculture against the International Brotherhood of Teamsters.

The fight for new rules had been waged for several years by the Teamsters' Union—a fight which involved constant and diligent efforts against the I.C.C. itself to get some action first in investigation of the shameful conditions in the gypsy trucking and thence in promulgation of satisfactory rules.

#### **BRIEFS WERE FILED**

Technically speaking, the Teamsters' Union was an intervenor-appellee, that is, it was a party with such an interest in the outcome of the proceedings it asked to be permitted to file briefs in behalf of the position taken by the Government. The Teamsters were represented by exceptionally able counsel: Wheeler, Wheeler & Seaks and J. Albert Woll. Burton K. Wheeler, former United States Senator from Montana and known as the "father of the Motor Carriers' Act in the United States" appeared before the Supreme Court when final arguments were presented to that tribunal. Mr. Woll is general counsel of the International Brotherhood of Teamsters and has been working with co-counsel and with the union for several years in the interest of outlawing the gypsy practices.

The opinion of the Supreme Court as read by Justice Reed must be

studied against the background of struggle—economic and legal—for the past several years. The history of this struggle goes back more than ten years, before World War II. The practice of truck-leasing developed with many attendant abuses which jeopardized the safety of drivers and the stability of a thriving and expanding industry. Efforts were made to draw attention to these evils, but during the war period no steps could be taken which would appear to upset transport practices.

When the war was over, efforts toward regulation were renewed. The organized trucking industry looked with apprehension and considerable disfavor on proposals to regulate leasing. Finally the matter became so acute that the Interstate Commerce Commission set dates for hearings under the somewhat formidable title "Ex Parte No. MF-43, Lease and Interchange of Vehicles by Motor Carriers."

#### **INTEREST HIGH**

When the hearings opened in October, 1948 in the hearing room of the ornate Interstate Commerce Commission building in Washington, D. C. the Teamsters were represented by Senator Wheeler and Mr. Woll as counsel. The hearing room—one of the Commission's largest—was packed to overflowing with attorneys who were appearing in behalf of one or more clients—organized trucking interests, motor carriers' groups, trucking divisions of railroads and others interested in blocking any efforts to effect decent regulation.

The hearings were held by Examiner Henry C. Lawton and were interrupted in the first of a whole series of delaying and dilatory tactics by the anti-regulation boys. Hearings were held in the field, in St. Louis and all sorts of steps were taken—any steps which could be invented in order to delay, stall or impede regulation.

The hearings before the examiner lasted over a period of several months. But before they had ended the examiner had heard and there was in the record a pathetic story of abuse by suppliers and trucking operators of owner-operators—gypsies who had hoped to make a

decent living. Stories were told by witnesses how they were treated in the leasing by authorized carriers, how they were "in hock" by many thousands of dollars for the equipment and how it was impossible to meet their obligations and make a decent living and still have any time for themselves or their families. Evidence was added by trucking operators who realized that the stability of the industry depends on wise and fair regulation and not on the outlaw practice of financially bleeding the little gypsy owner-operator.

The examiner prepared a set of rules in an excellent report designed to meet the evils which had been dramatically demonstrated at the hearings and these were reviewed by Division 5. Action by this division was so drastic that the Teamsters' Union and others lodged a bitter protest and compelled reconsideration. The rules were reconsidered and the whole commission had to rewrite them and virtually reverse Division 5 before they emerged as reasonably satisfactory.

During this entire period of hearings, consideration by the examiner, by the division and by the commission, THE INTERNATIONAL TEAMSTER was spotlighting attention on the truck-lease problem through articles which exposed delay and drew attention to the responsibility of the I.C.C. to the industry and the people of the United States.

#### **'EVIL DAY' DELAYED**

After the rules were prepared for promulgation by the Commission, the organized trucking industry attempted to postpone the enforcement or the bringing into effect of the rules and succeeded for a time in postponing the "evil day." Action was taken on another forum. These who opposed regulation of leasing, having lost before the Interstate Commerce Commission, transferred the battle to the Federal courts and a series of law suits was filed attacking the validity of the action of the commission.

Six suits were filed in various jurisdictions and the U. S. Department of Agriculture asked to be allowed to intervene *against* the Interstate Commerce Commission. The

trucking industry sought injunctions to enjoin the enforcement of the regulations on constitutional grounds. In the Southern District of Indiana the Eastern Motor Express, Inc. and other carriers attacked the validity of the rules and in the Northern District of Alabama the American Trucking Associations, Inc. did likewise.

The Government attorneys and Teamster attorneys appeared in the Indiana case and filed briefs in the Alabama case. In both cases the I.C.C. right was upheld by unani-

The Supreme Court studied briefs and heard arguments by counsel in the cases appealed. Robert Spritzer of the Office of the Solicitor of the Department of Justice made the presentation on behalf of the Government and Senator Wheeler appeared for the Teamsters. Robert Stern, then Acting Solicitor of the Department of Justice, and Edward Reidy, chief counsel of I.C.C., were active in the case prior to formal argument before the Supreme Court. Mr. Wheeler's firm and Mr. Woll mapped the final legal strategy and



TEAMSTER COUNSEL, former United States Senator Burton K. Wheeler (center), looks over the opinion of the United States Supreme Court in the Teamster case with two of his associates who worked on the case, Edward Wheeler (left) and Robert Seaks. These attorneys together with J. Albert Woll, Teamster chief counsel, prepared the briefs in behalf of the union in the truck-leasing proceedings.

mous vote of the three-judge Federal courts. The organized industry attacking the I.C.C. then made direct appeal from the decisions to the United States Supreme Court and in the meantime action in the three other cases was stayed and one was not moved until the first cases, all grounded on the same circumstances could be resolved. (The other cases were: Oklahoma-Louisiana Motor Freight Corporation, Inc. vs. U. S. in Western District of Oklahoma; Movers' Conference of America vs. U. S. in Eastern District of Michigan; Greyvan Lines, Inc. vs. U. S. in Northern District of Illinois and Apger vs. U. S. in Northern District of Ohio.)

developed the persuasive brief which was offered the court on behalf of the Teamsters' Union.

The Teamsters' 61-page brief is a classic in the presentation of facts and argument in the field of regulation of motor transport facilities. The brief traces the legislative history of the Motor Carriers' Act, explains the intent and philosophy of the act, meets every argument put forward by the opponents of regulation and makes a strong case for regulation on both legal and economic grounds.

The opinion as read by Mr. Justice Reed in behalf of the majority shows an extraordinary grasp of the significance of all of the facts of an extremely complex situation.

The opinion covered the affirmative approaches made by the Government in behalf of regulation and met each challenge of the opposition and effectively demolished it. The opinion covered the following points in the case:

- a review of the legal basis and necessity for regulation;
- a history of Commission proceedings in the effort to develop a set of rules;
- a discussion of the rules as prepared for promulgation;
- authority of the Commission to set a 30-day lease minimum;
- a discussion of the National Transportation policy;
- a discussion of the reasonableness of the rules and exemptions;
- preservation of the right to augment equipment;

- preservation of agricultural exemptions;
- a discussion of agency procedure;
- observations on the right to introduce evidence of confiscation.

As the justice read the opinion, he, speaking for seven of the nine on the bench, knocked down, one by one, the arguments advanced to challenge regulation. By the time he had reached the end, no further arguments were left. Truck-leasing, except under definite rules, was illegal in the certificate motor carrier field. And thus with the decision of the court came an end of the long fight in behalf of regulation—a fight in which the Teamsters' Union played a leading role and one in which it is proud to have participated.

carriers have little opportunity or desire to inspect the equipment used, especially in cases where the agreement is made without the operator's appearance at the carrier's terminal. Enforcement sanctions by the carriers for violation would be clearly as difficult to impose as route standards. Hence the carrier may not extend the supervision of rest periods, doctor's certificates, brakes, lights, tires, steering equipment and loading normally accorded his own employees and vehicles, to equipment and drivers secured through lease and the owner-operator himself is called upon to push himself and his truck because of the economic impact of time spent off the road and investment in repairs on his slim profit margin . . . the absence of written agreements has made the fixing of the lessee's responsibility for accidents highly difficult."

Taking notice of the operator using leased trucks as a victim of economic circumstances the court said, "The carrier engaged in leasing practice is at the mercy of the cost and supply of exempt equipment available to him . . . He may at times find himself unable to undertake shipping obligations because no trucks are available willing to make a relatively unprofitable trip or to assume the burdens of less-than-carload service."

#### STABILITY DISCUSSED

The problem of industry stability was discussed at length by the court. Justice Reed said the cost picture of a carrier using only leased equipment is far different from that of a carrier maintaining his own fleet. The former may pay only administrative expense while the owner-operators whom he leases bear "the cost of gas, oil, tires, wages and depreciation out of their share of the lease fee." The court said that legitimate operators are finding it necessary to resort to use of exempt equipment under leasing arrangements in order to meet competition. The pressure to expand in the leasing field thus compounds the evils of trip-leasing.

The court said that the trucking industry in its case focussed their principal attacks on the 30-day lease

**W**HILE space prevents setting forth a detailed report on the Supreme Court opinion in the truck-lease case, points of major interest to the members will be indicated.

In reviewing the development of leasing practices in the trucking industry the court said that the "use of nonowned equipment by authorized carriers is not illegal, either under the Act or the rules under consideration." But the court did observe pertinently that ". . . evidence is overwhelming that a number of satellite practices directly affect the regulatory scheme of the Act, the public interest in necessary service and the economic stability of the industry, and it is upon these that the rules focus."

#### 'ORAL LEASES COMMON'

In reviewing some of the evidence the court pointed out that ". . . oral leases are common; some were concluded after the trips were made and in several cases exempt operators solicited business themselves with blank authorized carrier forms or other evidence of agency. . . . Proof was proffered during the proceedings

that the informal and tenuous relationships in lease and interchange permit evasions of the limitations on certificated or permitted authority. Since the driver of the equipment is not an employee of the carrier, sanctions for violation of geographical restrictions are clearly difficult to impose, especially in the case of the single-trip lessor. Interchange may as well become a device to circumvent geographical restrictions in the certificate."

#### 'FICTIONAL' OPERATIONS

The court at this point further observed that some carriers conduct operations beyond their territory through trip-leasing and some operations are fictionally created *after* trips are actually made and "at times in the wake of specific denial by the Commission of an application to serve the area."

Commenting on safety factors, the court said that evidence showed that I.C.C. safety requirements were not observed by the exempt (gypsy) lessors and added, "Because of the fact that the great bulk of the arrangements cover only one trip, leasing

period and challenged the authority of the Commission to issue rules on this point. The court observed that the appellants (trucking industry) "have framed their position as a broadside attack on the Commission's asserted power." The court answered by saying that it did not have to look at a section-by-section study of the Act and pointed out that when Congress passes laws, it cannot foresee the details of evils which may arise and it leaves the spelling out up to the appropriate regulatory commissions and bodies. The court said, "Its very absence, moreover, is precisely one of the reasons why regulatory agencies such as the Commission are created, for it is the fond hopes of their authors that they bring to their work the expert's familiarity with industry conditions which members of the delegating legislatures cannot be expected to possess."

The court said that it rejected "at the outset" any conclusion that the rules in question represented an effort for the Commission to expand its power.

"The purpose of the rules," observed the court, "is to protect the industry from practices detrimental to the maintenance of sound transportation services consistent with the regulatory system . . . the rules in question are aimed at conditions which may directly frustrate the success of regulation undertaken by Congress. . . . We hold then that the promulgation of these rules for authorized carriers falls within the Commission's power despite the absence of specific reference to leasing practices in the Act."

In might be of interest to note that the trucking industry invoked as one of its authorities against the regulatory power of the Commission the famous "sick chicken" case (*Schechter Poultry Corporation v. U. S.*) which upset the NRA several years ago.

A number of other points were discussed which are of primary in-



ALBERT WOLL

## A CHRONOLOGY

1940—Bureau of Motor Carriers gets interested in problems of truck-leasing and meets with carriers to develop some remedial action.

1941—Bureau instituted formal study of leasing practices.

1943—Preliminary findings issued by Bureau.  
During war period no formal action was taken to correct leasing evils.

1947—Bureau began a second factual study and began drafting a set of regulations.

January 9, 1948—The Interstate Commerce Commission formally instituted proceedings leading to the development of rules and resulting in six lawsuits, two of which went to the United States Supreme Court.

April, 1948—Hearings scheduled to begin but carriers succeed in having them postponed until

October 14, 1948—Hearings began at Interstate Commerce Commission before Examiner Henry C. Lawton. Extended three days. Hearings held in Washington and in the field and finally concluded on

January 27, 1949—Hearings ended.

March 8, 1949—Parties interested in proceedings given until this date to file written views.

May 17, 1949—Examiner of I. C. C. hears views of interested parties.

August 26, 1949—Determination made by I. C. C. Examiner Lawton and parties given until

September 26, 1949—to file written exceptions to examiner's report and also given until

October 11, 1949—to file replies to other exceptions. These dates were postponed to

November 1, 1949—for filing exceptions and

December 7, 1949—for filing replies to exceptions.

October 14, 1949—U. S. Department of Agriculture intervened against the

Government's position as represented by the I. C. C. and sought to reopen further hearings.

June 26, 1950—Division 5 of the I. C. C. considers the examiner's report and virtually reverses the examiner's recommendations.

September 5, 1950—The Teamsters' Union and 11 other interested parties were so incensed at action by Division 5 that they petitioned the I. C. C. to reconsider action by division.

September 5, 1950—I. C. C. enters order postponing any rules until petition by Teamsters and others can be acted upon by full Commission.

May 8, 1951—Full Interstate Commerce Commission issues report and upholds examiner's position.

1951—A series of suits were instituted by carriers seeking to enjoin enforcement of rules. The American Trucking Association and 14 other organizations sued in the Northern District of Indiana; 21 large common carriers sued in the Federal Court in Alabama; the Movers' Conference representing 400 members sued in Michigan, Greyvans in Illinois and another group in Ohio.

December 14, 1951—Federal Court in Alabama decides unanimously in favor of the I. C. C. Both cases directly appealed to the United States Supreme Court.

February 11, 1952—Federal Court in Indiana unanimously decides in favor of upholding I. C. C. right to regulate.

November 17-18, 1952—Arguments before the U. S. Supreme Court by Government attorneys on behalf of the I. C. C. and Senator Wheeler on behalf of the Teamsters as intervenor-appellee.

January 12, 1953—Decision by 7-2 vote of the Supreme Court upholding right of the I. C. C. to formulate rules and enforce regulations governing truck leasing by certified carriers.

terest to legal technicians and experts in administrative and legal procedure. Another point of interest, however, worth noting is the observation with regard to agriculture hauling and trucking. The U. S. Department of Agriculture intervened in an effort to prevent promulgation of leasing rules. The Secretary had urged that the rules would harm farmers with trucks.

The court had a ready and conclusive answer. The court said under the new rules "it is merely required that authorized carriers using

such trucks comply with certain provisions. . . . It appears . . . that a substantial leasing is built on agricultural haulers who would otherwise return empty to their places of departure, having unloaded the farm produce carried; the authorized carriers have found them prepared to accept a one-trip engagement for the return route. The thirty-day lease provision will make such arrangements impossible . . . the statute is not designed to allow farm truckers to compete with authorized and certificated motor carriers in the

carriage of non-agricultural products or manufactured products for off-the-farm use, merely because they have exemption when carrying only agricultural products."

The court near its conclusion pointed out that ". . . the rule-making power is rooted in and supplements Congress' regulatory scheme, which in turn derives from the commerce power." With the reaffirmation of this fundamental principle, the court did not find it too difficult, apparently, to spell out how the case came within that principle.

## BIG JOB REMAINS, SAYS WHEELER

**S**ENATOR BURTON K. WHEELER, in recounting the struggles over the past five years in the trip-leasing proceedings, issued the following statement shortly after the Supreme Court handed down the opinion upholding the Interstate Commerce Commission:

The Teamsters Union can be very proud of the Supreme Court decision. It is a complete vindication of the Union's position, and justifies the time and energy put into the problem of eliminating the abuses of indiscriminate vehicle-leasing by carriers. The successful outcome confirms the foresight of General President Dave Beck in deciding that the Union should take a vigorous, active role in this matter.

The decision should have a very beneficial effect on the trucking industry as a whole. Even those elements in the industry who are now most unhappy with the decision will come around to this view after they have acquired experience in operating under the Commission's new rules.

The new rules should be helpful in promoting safety upon the highways for the general public as well as members of the Teamsters Union. The Union has thus performed a splendid public service in having these rules adopted by the Commiss-

sion and approved by the courts. But it still has a big job on its hands in seeing that these rules are enforced and every member of the Union should do his utmost in helping the Commission in every possible way in seeing that they are enforced.

From the personal viewpoint, I am naturally immensely gratified.

The Commission and court proceedings required close attention for almost five years, and it is pleasing to feel that this amount of effort has been rewarded. Work on these proceedings enabled me to renew an old friendship with Dave Beck and gave me an opportunity to become closely acquainted with other Teamster officials, including Al Woll, the general counsel of A. F. of L., and Frank Tobin, your director of research. The Union is very fortunate to have such able and devoted leaders.



GOVERNMENT COUNSEL—Ralph L. Spritzer (left), Department of Justice, represented the Government in the proceedings before the United States Supreme Court. Robert L. Stern (center) Special Assistant to the Attorney General was Acting Solicitor when the case came before the high court. Edward M. Reidy (right) had a close and continuing interest in the case since he is chief counsel for the Interstate Commerce Commission.

## Five Hundred Delegates Attend City-Wide Conference in St. Louis, Study Problems Looming in '53

### SET GUIDEPOSTS FOR NEW GAINS

UNCERTAINTIES in the political picture, as it affects the bargaining policies and administration of unions, headlined discussion at the tenth annual citywide conference of Local No. 688, Warehouse & Distribution Workers, St. Louis, Mo., held January 18, at the DeSoto Hotel.

The conference is an annual affair, which discusses policies for the coming year. It has no policy-making powers, but the searching discussion sets up guideposts for the officers and stewards to follow.

Approximately 500 delegates, each one representing 25 members in the warehouses and other plants covered by Local No. 688, took part in the proceedings. Guests from other Teamsters locals in St. Louis district, as well as outside Missouri and Illinois were present, including Orville Ring of Kansas City, Joint Council and Harold Thirion, international representative.

#### HARRISON SPEAKS

The main convention speaker was President George M. Harrison of the Brotherhood of Railway Clerks, dealing with the political realities as seen by a man who is a leader in the AFL's political efforts. The banquet speaker was Joe Jacobs, the well-known labor attorney for a number of Chicago Teamster locals.

The annual officers report, signed by Secretary-Treasurer, Harold J. Gibbons, summarized the year as follows:

"1952 was the year of Taft-Hartley for Local No. 688. Never before did the local feel so much the force of that vicious law. Yet there

were important gains—the year was far from disappointing in the union's history . . .

"The Plumbing (Warehouse) strike was the longest, in an organized industry, in the life of the union. However, thanks to the Security Fund, the union won a decent wage settlement, and during the strike organized most of the unorganized plumbing warehouses.

"Wage gains in other organized houses were good. The grocery warehouses, faced by a strike, yielded and a top wage rate of \$1.99 an hour was won. Settlements in the larger houses were in most cases from 12½ to 15 cents an hour, while the grocery industry increase was 25 cents an hour."

The conference considered a plan for putting dues on a percentage

basis. The local is faced with the need for additional revenue, but a flat increase was considered unfair because there are approximately 2,000 members of the local (in recently organized shops) who do not yet have rates equivalent to the "veteran" warehouses. Under the proposal, there would be no increase for this group—in other words, the basic dues remain the same, but when weekly income of \$50 is reached, the percentage system applies.

The conference considered a number of resolutions on various topics. These are presented by union committees, with an eye to the educational value of discussion and for use in furthering labor's legislative aims.

Among the resolutions were:

Reinstating the trainee program, under which prospective leaders among the membership are given three-month training with the union staff. These trainees are taught the elements of negotiation and organization, and are watched for indications that they are good material for future leadership.

Setting an organizing goal of "completion of industries" now partly unorganized.

Establishing a goal of five-year contracts, providing they include all remaining fringe issues, automatic



Delegates hear prominent speakers; plan programs.

productivity increases, and cost-of-living clauses.

Establishing a union-wide Blood Bank, with members registered on pledges to give when needed.

Urging a rank and file committee set up a program for expansion of the Credit Union.

Calling for strengthening the free world against the Communist menace.

Support of President Eisenhower, but "reserving its American right to judge on its merits each and every administrative act and every piece of legislation proposed by the White House."

Urging the state legislature to pass a law for voting machines in St. Louis.

Reaffirming the demand for drives to get members registered, with special emphasis on family members of unionists.

Opposing the "right-to-work" bill which is being agitated by the Missouri Chamber of Commerce, and is actually a union-busting scheme.

Opposing the city income tax.

The local's strong Political Committee made a report on the first year of full operation on the community level as has been proposed by General President Dave Beck.

It showed that under this plan, registration of the membership had been increased, in some wards as much as 20 per cent.

Local No. 688's political committee did a fine service for the St. Louis area by getting petitions to establish a Greater St. Louis transportation and traffic authority. This would permit adjoining communities to join in establishing a sound area-wide transportation plan, establish uniform regulations, and untangle the traffic snarl that is slowly strangling St. Louis. Daily newspapers and various civic bodies have been crying for years that something had to be done, but it was the rank and file members of Local No. 688's political committee that "took the bull by the horns" and actually did something.

The political committee also helped in the re-election of Senator Robert Pentland to the Missouri Senate. Pentland is a business representative of Local No. 688 and is the leader of the liberal section of the Missouri Legislature, which will stand like a rock against the "right-to-work" phoney. Pentland, a Democrat, ran far ahead of his ticket in the face of the Eisenhower landslide.

sideration, but in Vermont where there has been some talk, it is regarded as unlikely that such a tax will be considered.

The picture in other types of anti-truck legislation is far from clear. Several states are seeking further tax revenues on fuels and changes are projected in others on truck license. A popular form of enactment is that of stronger laws on truck overloading. Stiffer penalties may be asked and the trend in this general direction is expected to continue, it is believed.

Further reports on anti-trucking legislation, matters as vital to drivers in the pursuit of their livelihoods as they are to operators will appear in a future issue of **THE INTERNATIONAL TEAMSTER**.

## **'Beware of Hitchhikers' Warning to All Drivers**

A year-around "beware" sign has been virtually posted against hitchhikers by automobile clubs and trucking associations with a strong assist from J. Edgar Hoover, director of the Federal Bureau of Investigation.

Most truck owners and fleet operators have rules against hitchhikers, but in many cases the rule is not strictly enforced and considerable latitude is left to the truck driver himself.

With the increasing number of free ride seekers on the highways—men, women, boys and girls—the menace becomes greater. The dangers in the hitchhiking menace are many, an automobile club safety expert warns. The practice of stopping to pick up hikers on the highway may be dangerous particularly on narrow roads. Director Hoover has issued a warning to motorists "to be alert to the danger of attack by criminals who may be posing in the guise of innocent hitchhikers along the highways of the nation."

In addition to the danger of attack by innocent-appearing hitchhikers motorists and truckers can be subjected to lawsuits in the event of injuries arising from accidents, drivers are warned.

## **Pay-Off Year Looms**

*(Continued from page 17)*

where sufficient support can be generated to fight the progress of motor transport.

At least four states had bills before them to provide for ton-mile taxes at the time **THE INTERNATIONAL TEAMSTER** was being prepared for press. These included New Jersey, Massachusetts, Connecticut, and California. These states now have bills and they have been referred to appropriate committees of the respective legislatures for study and, in some cases, hearings.

Governor Frank Lausche of Ohio has recommended or has indicated a desire to see some sort of ton-mile tax enacted in that state. Should it develop that Ohio considers such a measure, it is said by observers of legislation in that state that it will follow the Oregon statute. In In-

diana there have been indications that a ton-mile bill will come up within a short time.

To complete the sweep across the central states the state of Illinois, it is learned from informal sources, will probably have before its legislature a ton-mile tax bill. The ton-mile tax problem is said still to be in the "talking stage" since there are other truck matters coming up which will make the trucking issues among the hottest to be considered by the Illinois solons.

In the state of New York legislation is being introduced on that state's ton-mile tax, probably in an effort to strengthen the statute which has been under considerable attack. In Maine, it is regarded as "probable," according to reports, that a ton-mile tax will be given some con-

## Old Friends and New Faces

(Continued from page 19)

Germany. He served with the Army of Occupation as legal adviser and was later in charge of reorganizing the German judicial system in Bavaria. He has served his state in the legislature, on the county and circuit benches and as United States Senator. He also was delegate to the United Nations General Assembly, and legal adviser to the Secretary of State in the formation of North Atlantic Treaty Organization. In his renewed service in the Senate Mr. Cooper is on the Armed Services, Interstate and Foreign Commerce and Post Office Committees.

New friends of labor in the House of Representatives are a varied group, most of whom have come through baptisms of political fire to attain office.

One member is the wife of a former Teamster, Mrs. Gracie Pfost, Idaho, who defeated the veteran Congressman John Wood. John W. Pfost, her husband, holds a Teamster withdrawal card. He is a retired master mechanic. Mrs. Pfost made her campaign on a strong liberal platform—UN support, Government construction of Hell's Canyon Dam, farm price stabilization, aid to education, extension of Social Security and improved labor legislation. She is a successful business woman and former school teacher.

### 74-YEAR-OLD LIBERAL

Howard S. Miller, Democrat, 74 years old this month, is a newcomer who defeated Republican Albert Cole. He is a liberal and a vote-getter in a state which normally sends plenty of Republicans to Congress. He is from Kansas.

Mrs. John B. Sullivan, Democrat, is widow of the late Congressman Sullivan of Missouri. As aide to her husband and later of another member, she has Capitol Hill experience and has proved herself a fine vote-getter.

Thomas J. Dodd, Democrat, Hartford, Conn., replaces Abraham A. Ribicoff, a strong labor friend who was defeated for the Senate in Connecticut last fall. Congressman

Dodd promises to carry on the liberal tradition. He has been an FBI special agent, a prosecutor in the Nuremberg trials of Nazis criminals and is an expert in foreign affairs.

Barratt O'Hara, Democrat, Chicago, a returning Congressman after a defeat in 1950, is one of the House's most colorful figures. A popular radio speaker over the AFL station WCFL, he is a distinguished criminal lawyer. He served in the Spanish-American War and World War I and has been active in citizen's affairs and veterans organization and is a founder of the American Legion.

Dr. George S. Long, Democrat, of Louisiana, comes from the famous Long family and is brother of the late Senator Huey P. Long and uncle of the present Senator Russell Long. He is expected to follow in a liberal tradition.

### CALIFORNIA DEMOCRAT

Harlan Hagen, Democrat, defeated former Congressman Thomas H. Werdel, a conservative Republican in the Tenth California district. Hagen represents the strategic Tulare, King and Kern counties and made a reputation in the California Assembly. He is an Army veteran of World War II in which he served with the Security and Counter-Intelligence Corps in the detection of subversives.

John E. Moss, Democrat, is the first representative from the new California Third District. Like Congressman Hagen, Mr. Moss represents a rich farming district and likewise has served in the California Assembly. He made a record as an anti-lobbyist in the legislature.

A liberal and a fine friend of labor and the consumer who belies the

old political adage that strong liberals seldom come from the South is Congressman Henderson Lanham, Democrat of Georgia. Not a new friend, but an old and tested one, Mr. Lanham's name appears on progressive legislation. He has served since 1946 and ran without opposition the last two terms. An outstanding member, he has proved that you can be liberal even when from a conservative state.

West Virginia has sent two newcomers to the House, both with liberal records and aims. Representative Robert C. Byrd, Sixth District, bears a similarity to Senator Harry C. Byrd in name only. He has served in the state legislature and boasts a perfect voting record for labor during six years.

Robert H. Mollihan, Democrat, has a varied background of public service, having worked for several agencies and was secretary of a Senate committee under Senator Matthew M. Neely. Both his background and his association add up to a liberal platform for his constituents.

### SUCCEEDS MANSFIELD

Lee Metcalf, Democrat, is a new Congressman from Montana and takes the seat held by Mike Mansfield, who went to the Senate. A Navy veteran, he has also been on the Montana Supreme Court and has served as assistant attorney general and as member of his state's legislature.

James A. Byrne, of Philadelphia, Democrat, is a strong vote-getter, and was able to overcome the handicap of an attempt to gerrymander him out of a chance for election. He has an occupation followed by few in public life—he is a funeral director. A fighting liberal, Mr. Byrne has strong labor support and stands for labor's position on legislation.

### Help for Hearts

This is the month we are called on to make a contribution to help in the fight against heart diseases. Every second death in the nation is caused by a form of heart disease—763,000 of your fellow citizens were struck down last year. Research can help save lives—perhaps yours. But research costs money. So help America to healthier hearts. Support the 1953 fund campaign of the American Heart Association!

# TEAMSTER TOPICS

## Teamster in State Post

A Teamster local officer, Alton P. Hess, of Fort Wayne, Ind., has been named state labor commissioner by Governor George N. Craig. He took office January 12, with the incoming Republican administration. Mr. Hess succeeds Thomas R. Hutton of the AFL Brick & Clay Workers who held the post under Governor Henry F. Schricker.

Hess, as business representative and secretary-treasurer of No. 414, has built the local into one of the strongest in the state. It has a membership of more than 2,500. Active in Republican politics over many years, Mr. Hess has also served as vice president of the State Federation of Labor eight years.

## 'Van of Dimes'

All Oregon Teamster locals pitched in for the March of Dimes campaign, sending a "van of dimes" on tour of the state to collect contributions at union meetings. Collections were turned over to the National Foundation for Infantile Paralysis for the fight against polio.

## San Francisco Gains

A 40-hour week has been won for some 900 parking lot and parking garage employees, members of Garage and Service Station Employees' Local 665, San Francisco. Local Secretary Arnold Moss expressed belief the contract—which also called for a wage boost and increased employer contributions to a welfare plan—was the first of its kind in the nation.

## Union Stork

Local 168, Boston, Mass., has picked up the maternity bills for 33 babies, including two sets of twins, Business Agent Nate Hurwitz reports. The Local's health and wel-

fare fund, negotiated in 1945, is financed solely by employer contributions and covers union members and dependents.

## Boost for Drivers

Members of General Truck Drivers, Warehousemen and Helpers' Local 315, Contra Costa County, Calif., have received WSB approval of a wage hike which boosts their hourly pay to \$2.06 1/4 an hour.

## Governor Asks Help

California's Governor Earl Warren, a guest of honor at a dinner sponsored by the Teamsters' Legislative Council, appealed for support of the unionists in pushing through his highway program. Vernon H. Cannon, Teamster legislative representative, was toastmaster.

## Well Done!

Teamster Howard Noreen, of Northland, Minn., a member of Milk Drivers' Local 471, has established an enviable record: He has been at work, on time as scheduled, without a single exception, for the past 25 years.

## Teamster TV Show

"Keep 'em Rollin," a television program for the Detroit area, is being sponsored by Joint Council 299. The 13-week program gives viewers a glimpse at various phases of the trucking industry, with particular emphasis on its vital role in the national economy.

## New Chicago Contract

Approximately 25,000 truck drivers in the Chicago area recently ratified two-year agreements which provide for a 15-cents-an-hour wage boost, \$2.50 employer

contribution to a welfare fund and annual three weeks vacation after 12 years service.

Four hundred companies are involved in the area employing 5,000 drivers under the Central Motor Freight Association. A total of 10,000 drivers in the Chicago Cartage Exchange and 10,000 in the Motor Truck Operations Associations are also involved in the new agreements.

The new contract also provides for a pension fund effective January 1, 1955, toward which the employers will contribute five cents hourly per man.

## Seek Bigger Commission

A larger Interstate Commerce Commission would result if the request for additional personnel made in the 1953-54 budget is approved. The Federal Bureau of the Budget has approved a request of the I.C.C. which would increase regulator employees from 1,661 to 1,900.

An adequate staff for enforcement of the many regulations governing carriers has been demanded and supported by the International Brotherhood of Teamsters.

## Tobey Heads Committee

Senator Charles W. Tobey (Rep., N. H.) is chairman of the important Interstate & Foreign Commerce Committee of the Senate under the organization effected by the Republicans last month. Senator Tobey, an outstanding exponent of honesty in the Government, is regarded as one of the best friends of the Teamsters on Capitol Hill.

Other members serving on this all-important committee with Senator Tobey include Senators Homer E. Capehart, Ind.; John W. Bricker, Ohio; Andrew W. Schoepel, Kans.; John Marshall Butler, Md.; John

Sherman Cooper, Ky.; Dwight Griswold, Nebr.; and Charles E. Potter, Mich., all Republicans and the following Democrats: Edwin C. Johnson, Colo.; Warren G. Magnuson, Wash.; Lyndon B. Johnson, Tex.; Lester C. Hunt, Wyo.; John O. Pastore, R. I.; Mike Monroney, Okla. and George A. Smathers, Fla.

### Bypassing Washington

Truck drivers passing through Washington, D. C., were enabled to by-pass the capital during the inauguration period, following action taken by the Interstate Commerce Commission.

Carriers with authority to operate over U. S. Highway 1 between Richmond, Va. and Baltimore, Md., via Washington, D. C., were enabled to by-pass the capital, January 19-21. The I.C.C. order said that on the three specified days "... there will be considerable congestion on the streets and highways in and about Washington, D. C., due to the presidential inauguration ceremonies at that time."

Truckers who were compelled to come through or serve Washington during this period can confirm the I.C.C. prediction.

### New Highway Bill

Two Senators are sponsoring legislation which would create a Federal-Aid Highway Trust Fund which would set aside tax proceeds for road aid to the states. Senators Warren Magnuson, Wash. and Harley M. Kilgore, W. Va., both Democrats, are seeking to obtain more tax receipts for state highway purposes.

Under the measure tax proceeds from excise taxes on autos, tires, tubes, gasoline and oil would be included and a sum equal to these amounts would be authorized for the Federal-State highway aid program. The Magnuson-Kilgore bill would have 45 per cent go to the primary highway system; 30 per cent to the secondary and 25 per cent to "projects on the Federal-aid primary system in urban areas."

An appropriation of \$550 million would be made under the bill beginning July, 1953, should the measure be enacted.

### Teamster Polio Victim

Ray Mills, president of the Iowa State Federation of Labor and formerly business representative of Bakery Drivers Local 356, got a royal union reception in Chicago. Mills, who was stricken with polio on August 25, was en route to Warm Springs, Ga.—the famous polio treatment center maintained by the



WILLIAM LEE AND RAY MILLS

### National Foundation for Infantile Paralysis

Accompanied by Mrs. Mills, the Iowa AFL leader's trip from Des Moines to Warm Springs was made possible with the assistance of the Polk County Chapter of the Foundation. He was greeted at La Salle Street station in Chicago by Vice President William A. Lee of the International Brotherhood of Teamsters and president of the Chicago Federation of Labor; L. J. Wadsworth, Midwest director, American Federation of Labor and Secretary-Treasurer Stanley L. Johnson, Illinois State Federation of Labor.

Mills originally had all three types of infantile paralysis—encephalitis, bulbar and muscular. After two weeks in an iron lung, he was declared cured of the very dangerous bulbar type of the disease and shortly was cured of encephalitis. At

Warm Springs, treatments may help Mills overcome the paralyzing effects of muscular paralysis.

Vice President Lee, who is a member of the Executive Committee of the Cook County Chapter, National Foundation for Infantile Paralysis, praised the treatment given Mills. Lee urged all Teamsters and other trade unionists to contribute generously to the annual March of Dimes "so funds will be available to give the best treatment possible to all who are stricken with polio and to expand research in the causes and cure of this disease."

### Hospitality from No. 28

The annual pre-Christmas hospitality afternoon for employers and others in the business community of Seattle, Wash., sponsored by Joint Council 28 was attended by representatives from Portland, Oreg., San Francisco, Oakland, and Los Angeles, Calif.

Each year the joint council, during the holiday season, extends hospitality to several hundred employers, public officials and others associated with the daily life of the Teamster unions.

### Unusual Contract

Local 688, Warehouse & Distribution Workers, St. Louis, Mo., have just signed an unusual contract with the Brown Shoe Company which guarantees them 2,000 hours of work a year, exclusive of overtime.

The agreement also calls for raises totalling 45 cents hourly—7½ cents retroactive to November 1, 1952; 12½ cents May 1 and four more on May 1, 1957, which brings top minimums to \$2.17. Other adjustments were made based on the Bureau of Labor Statistics cost-of-living index. A company-financed pension plan costing 7 per cent of the gross payroll is also included in the contract.

Protections on the right to strike and to honor picket lines are included and the company agrees to pay the difference between a worker's regular wages and workman's compensation in the case of job-connected injury. The pact affects 425 employees and will be used as a pattern in future situations, the union reports.

# Relax WITH US

## Turnabout

Judge: "What happened after the prisoner gave you the first blow?"

Witness: "He gave me a third one." "You mean a second one?" "No, I gave him the second one."



## Too Late!

A businessman was in the habit of taking a cab from the station to his home each night. One evening he made the trip with a new driver who charged more than the usual rate. After considerable argument, the businessman exclaimed in anger, "Why I've lived in this same spot for a decade, and I haven't been making these trips for nothing." "I don't doubt it for a moment," replied the cabby, "and don't think you're going to start now."



## Ageless Woman

A doctor asked the woman patient her age.

"I never tell anyone my age," she answered coyly. "But as a matter of fact, I've just reached twenty-one."

"Indeed," said the doctor, "what detained you?"



## That's Enuf

One of the shortest letters on record was written by a New York renter in response to his landlord's notice to vacate the house at once. Aware of his rights under state regulations, the renter replied:

"Sir:  
I remain,  
Yours truly."



First Warehouseman: "Since I have my new car I don't have to walk to the bank to make my deposits."

Second Warehouseman: "Now you drive over, eh?"

First Warehouseman: "No, I just don't make any."



## Good Question

"What are ancestors, Mummy?" asked the young son.

"Granny's one of yours and granddad's another," the mother explained.

"Oh!" He looked rather puzzled. Then, after a moment's thought, he inquired: "Why do people boast about them?"

## Sleepy Story

"How is it that you are late this morning?" the clerk was asked by his boss.

"I overslept," was the reply.

"What? Do you sleep at home too?"



## Quick Retirement

"Do you have good highways?" the teamster asked the farmer. "None but the best," was the proud reply. "We just don't tolerate anything less." "This section of the country doesn't look prosperous enough to keep such a job in hand," remarked the teamster. "How do you accomplish it?" "Oh, it's really quite a simple matter," explained the farmer. "We just cross the bad roads off the map."



## How About O'Hiо?

"Faith," declared Mike, "'tis an unthankful country this is, now. Here we Irish have done so much for the United States and b'jabbers they've named only one state after an Irishman!"

His faithful friend Pat raised his red eyebrows. "I didn't know there was such a state, Mike!"

"Sure and have ye never heard o' that western state, O'Regon?"



## Wool, All Right!

"The wool for this suit I am wearing," observed Smith, "was grown in Wyoming. The cloth was woven in Massachusetts. The thread came from England."

land. The suit was made in Chicago and I bought it in San Francisco."

"So what?" commented his companion. "Don't see anything so remarkable in that."

"But isn't it wonderful," continued Smith, "that so many people can make a living out of something I haven't paid for?"



## Cautious Indian

Indian Chief Lotta Bull had 10 wives and the government agent had just found out about it.

"Bull," he said firmly, "We must all obey the laws. Now you go straight home and tell all those wives but one that they must go!"

The chief reflected a bit. "You tell 'em," he said finally.



## Bridge of Size

Bureaucrat: "If we can't figure out a way to spend that two hundred and twenty million dollars, we lose our jobs."

Secretary: "How about a bridge over the Mississippi River—lengthwise?"



## The Cure

"What do you take for your insomnia?" "A shot of bourbon at regular intervals."

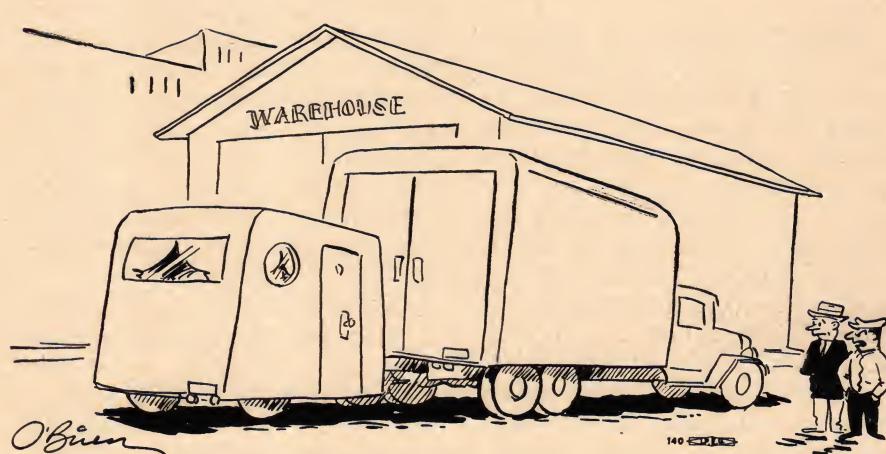
"Does that make you sleep?"

"No, but it makes me happy to stay awake."



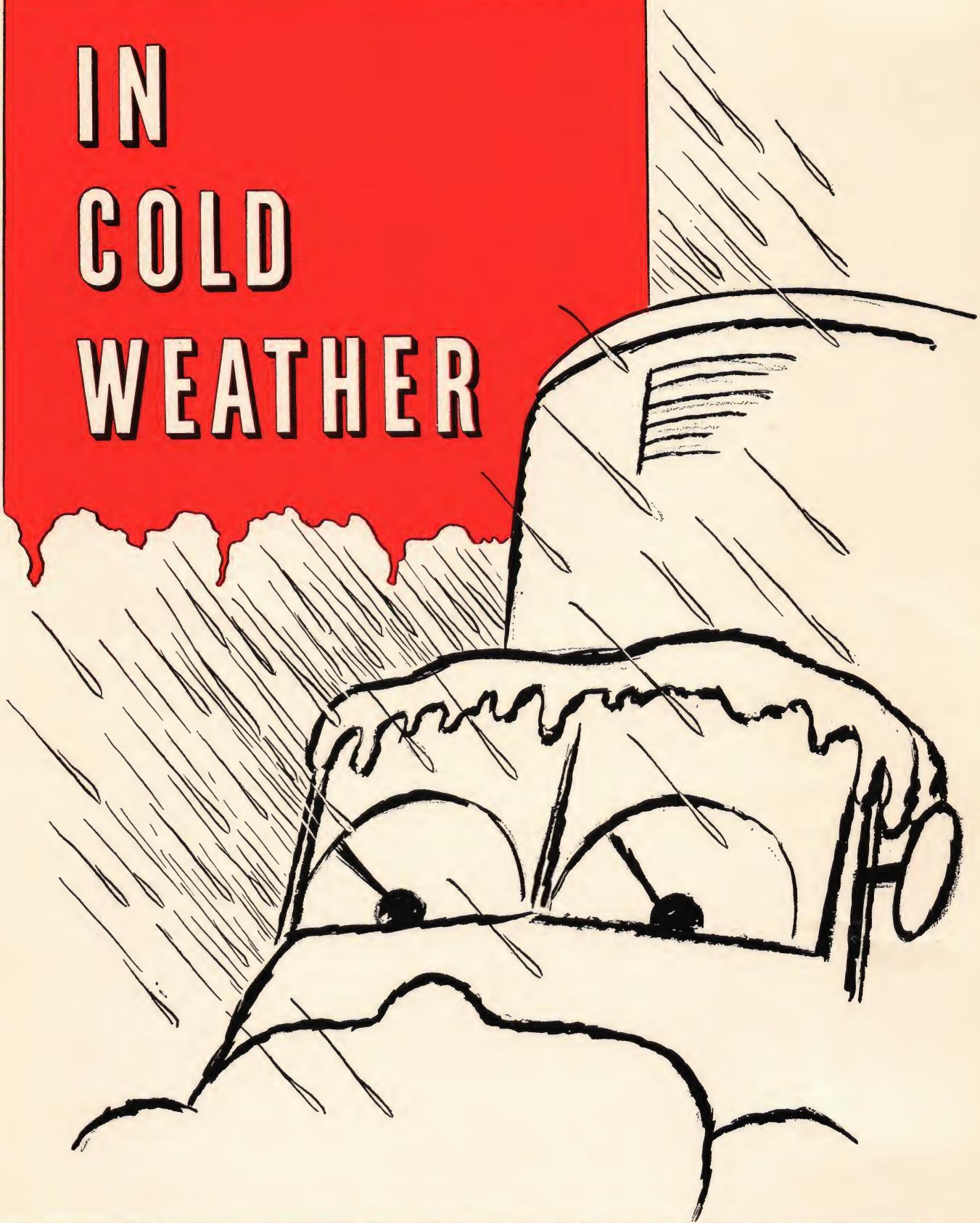
## 'I'll Be Seeing View'

An American tourist in Switzerland was somewhat disturbed by the esthetic enthusiasm of a local guide who took him mountain climbing. "Be especially careful not to fall here," the guide warned him, "because this is a mighty dangerous place. But if you do fall, remember to look to the right. The view is extraordinary."



"My wife won't let me outa her sight!"

# IN COLD WEATHER



Look to your SAFETY

# Give it a LIFT



Look for the  
**UNION  
SERVICE  
SIGN**